



Chicago Metropolitan Agency for Planning

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CMAQ Project Selection Committee Meeting

Annotated Agenda

February 27, 2009

1:00 p.m.

DuPage County Conference Room
233 S. Wacker Drive, Suite 800, Sears Tower
Chicago, Illinois

Note: the meeting materials can be found at <http://www.cmap.illinois.gov/cmaq/minutes.aspx>

1.0 Call to Order and Introductions 1:00 p.m.
Ross Patronsky, Committee Chair

2.0 Agenda Changes and Announcements

ACTION REQUESTED: Information.

3.0 FY 2010 CMAQ Program
3.1 FY 2010 Proposal Summary
3.2 FY 2010 Program Mark

ACTION REQUESTED: Information.

4.0 Project Changes

- 4.1 Homer Glen – Homer Glen Community Bike Trail (TIP ID 12-06-0001)
The sponsor is requesting a cost increase. Staff recommends consideration of the increase.
- 4.2 Oak Park – Washington Blv from Lombard Ave to Home Ave (TIP ID 04-08-0004)
The sponsor is requesting a scope change and a cost increase. Staff recommends approval.
- 4.3 Geneva – Geneva North Central Trail (TIP ID 09-06-0001)
The sponsor is requesting a cost increase. Staff recommends advising the sponsor to resubmit.
- 4.4 Addison – Mill Rd Bridge Sidewalk Project (TIP ID 08-06-0052)
The sponsor is requesting a cost increase. Staff recommends approval.
- 4.5 Orland Park – Commuter & Bicycle Bridge over LaGrange Rd/US45 at IL7/Southwest Hwy (TIP ID 06-06-0002)
The sponsor is requesting cost increase. Staff recommends advising the sponsor to resubmit.
- 4.6 Lake Co DOT – Everett Rd at Riverwoods Rd (TIP ID 10-06-0001)

- The sponsor is requesting cost increase. Staff recommends approval.
- 4.7 Lake Co DOT – Lewis Ave from Yorkhouse Rd to 14th St (TIP ID 10-06-0063)
The sponsor is requesting cost increase. Staff recommends consideration of the increase.
- 4.8 Lake Co DOT – IL 132/Grand Ave from IL 131/Green Bay Rd to IL 137/Sheridan Rd (TIP ID 10-06-0062)
The sponsor is requesting cost increase. Staff recommends consideration of the increase.
- 4.9 Woodridge – Woodridge Heritage Parkway Bike Path Links (TIP ID 08-06-0006)
The sponsor is requesting cost increase. Staff recommends approval.

ACTION REQUESTED: Approval of staff recommendations.

5.0 Program Management

- 5.1 Consideration of FY 2007 and 2008 projects that have not met progress deadlines
The projects identified at the January 30th meeting for committee review will be considered. Sponsors of these projects are expected to describe their situation to the committee.

ACTION REQUESTED: Action on funding of projects.

- 5.2 CMAQ program management recommendations
A status report will be given on the memorandum adopted at the January 30th meeting.

ACTION REQUESTED: Information

- 5.3 Reprogramming funds for project approved in FY 2006 and earlier
Staff has begun gathering information to reprogram the funds for these projects to the appropriate fiscal year. A status report will be given.

ACTION REQUESTED: Information

- 5.4 Expected letting of CMAQ projects
Staff has begun gathering information on which CMAQ projects are slated for upcoming lettings. A status report will be given.

ACTION REQUESTED: Information

6.0 Bicycle and Pedestrian Facility Evaluation and Ranking

The Bicycle and Pedestrian Task Force formed a working group that reviewed the methodologies used to evaluate and rank bicycle and pedestrian project proposals for the CMAQ program. The task force is making recommended changes to the methodologies for Project Selection Committee consideration.

7.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion. It should be noted that the exact time for the public comment period will immediately follow the last item on the agenda.

8.0 Other Business

9.0 Next Meeting

The next meeting will be on call.

10.0 Adjournment

CMAQ Project Selection Committee Members:

____ Ross Patronsky, Chair	____ Les Nunes	____ Jeff Schielke
____ Martin Buehler	____ Mark Pitstick	
____ Luann Hamilton	____ Mike Rogers	

Attending CMAQ Project Selection Committee Meetings at Sears Tower:

CMAQ Project Selection Committee meetings are public meetings; the public is invited to attend. Passes are available for people attending these meetings at the CMAP offices. If you wish to attend but have not attended meeting regularly, please call or e-mail Doug Ferguson (312-386-8824, dferguson@cmap.illinois.gov) in advance to be added to the list. For requests or problems on the day of the meeting, please call the CMAP main reception desk at 312-454-0400. A driver's license, state ID, or passport will be required to enter.



Chicago Metropolitan Agency for Planning

Preliminary Count of FY 2010 CMAQ Proposals

Project Type	Count
Bicycle Facility	52
Bicycle Parking & Encouragement	6
Bottleneck Elimination	6
Commuter Parking	4
Demonstration	3
Diesel Emissions Reduction	15
Intersection Improvement	44
Other	7
Parking Deck	4
Pedestrian Facility	20
Signal Interconnect	29
Transit Facility Improvement	6
Transit Service & Equipment	7
Transit Transfer	1
Total	204
FY 2009 Total	185



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MEMORANDUM

To: CMAQ Project Selection Committee

Date: February 26, 2009

From: Russell Pietrowiak, Associate Planner; Doug Ferguson, Associate Planner;

Re: CMAQ Project Change Requests

Nine projects have been submitted for changes. The net change in the federal amount programmed resulting from the requests is \$7,896,108. The sponsor's requests are attached.

Homer Glen – Homer Glen Community Bike Trail (TIP ID 12-06-0001)

The sponsor is requesting a cost increase in the amount of \$787,716 federal for the above project. The project was programmed as two parts. The main portion of the trail was programmed in 2006 in the amount of \$328,730 federal and an extension to the trail was programmed in 2007 in the amount of \$352,000 federal. Both segments included engineering phases I and II and construction and the combined total programmed for the project is \$680,730 federal.

To date \$112,000 has been obligated for phase I engineering. Both segments were included in the phase I engineering and the PDR was submitted to IDOT for approval on September 30, 2008. On February 3, 2009 the Village received additional comments from IDOT that have resulted in a need for some additional work and an update of the report which is expected to be returned to IDOT in early March. The phase 2 contract plans will be submitted to IDOT as soon as the Village receives approval on the PDR. The Village is planning on a summer/fall 2009 letting.

The cost increase is a result of additional project requirements discovered in phase I work and an increase in material costs. The State and Federal requirements for vertical alignment of the trail caused an increase in cost of grading, excavation and wetland mitigations. The number of creek crossings for the project increased from three to five and additional hydraulic studies were required.

Since the project was analyzed as two separate parts in two different program years, the combine project was re-ranked in both years. The attached revised ranking shows that in FY

2006 among bicycle facility projects that the combined project would rank 15th which drops it below four projects that did not receive funding that year but ahead of four projects that did receive funding. In 2007 the combined project would rank 19th which drops it below nine projects that did not receive funding.

Recommendation to the CMAQ Project Selection Committee:

- **Consider the cost increase for the Homer Glen – Homer Glen Community Bike Trail (TIP ID 12-06-0001) in the amount of \$787,716 federal for a total project funding \$1,468,446 federal (\$1,835,558 total).**

Oak Park – Washington Blv from Lombard Ave to Home Ave (TIP ID 04-08-0004)

The sponsor is requesting a cost increase in the amount of \$43,529 federal and a scope change that includes a fiber-optic interconnection of an additional traffic signal. The project was programmed in 2008 for \$32,000 federal for engineering and in 2009 for \$213,000 federal for construction. The project has obligated \$31,883 for engineering.

The sponsor has stated that the cost increase is for costs associated with adding an additional signal to this signal interconnect project. The project is scheduled to be let within the next three months.

The project's benefit ranking was re-evaluated. The cost per kilogram of VOC eliminated increased from \$889 to \$1,045. The revised ranking changed from 10th to 12th; ahead of four other signal interconnect projects that received funding in 2008.

Recommendation to the CMAQ Project Selection Committee:

Consider approving the cost increase for the Village of Oak Park – Washington Blv from Lombard Ave to Home Ave (TIP ID 04-08-0004) in the amount of \$43,529 federal for total project funding of \$288,529 federal (\$360,661 total).

Geneva – Geneva North Central Trail (TIP ID 09-06-0001)

The sponsor is requesting a cost increase in the amount of \$224,000 federal. The project was originally programmed in 2006 in the amount of \$199,000 federal for engineering phase I and II and construction. No funds have been obligated to date. Currently the project has sufficient funds programmed to complete both engineering phases.

The sponsor has stated that the cost increase is for costs associated with construction of the bike trail; specifically related to issues associated with stormwater management. In addition cost

increases attributed to inflation, increased contingencies, and soft cost were also stated by the sponsor. The sponsor has submitted the IDOT Local Agency Agreement for federal participation for the preparation of the preliminary engineering.

The project's benefit ranking was re-evaluated. The cost per ton of VOC eliminated increased from 1,391,590 to 2,966,949. The revised ranking changed from 8th to 13th ahead of five other bicycle facilities projects that received funding in 2006.

Recommendation to the CMAQ Project Selection Committee:

Consider advising the sponsor to resubmit its cost increase for the Geneva – Geneva North Central Trail (TIP ID 09-06-0001) after engineering phase II is underway and project costs are firmed.

Addison – Mill Rd Bridge Sidewalk Project (TIP ID 08-06-0052)

The sponsor is requesting a cost increase in the amount of \$46,437 federal. The project was originally programmed in 2007 in the amount of \$205,200 federal, which was increased to \$390,360 federal after approval of a prior cost increase in September 2007. Funds in the amount of \$39,460 federal have been obligated for engineering phase II to date. The project is targeting a late summer letting.

The sponsor has stated that the cost increase is for costs associated with a request made by IDOT; specifically a Bridge Condition Report (BCR), a Preliminary Bridge Design and Hydraulic Report (PBDHR) and a Type, Size, and Location (TSL) drawing and construction cost increase due to time delays created by these requests.

The project's benefit ranking was re-evaluated. The cost per kilogram of VOC eliminated increased from 960 to 1,074. The revised ranking changed from 7th to 8th ahead of 5 other pedestrian projects that received funding in 2007.

Recommendation to the CMAQ Project Selection Committee:

Consider approving the cost increase for the City of Addison – Mill Rd Bridge Sidewalk Project (TIP ID 08-06-0052) in the amount of \$46,437 federal for total project funding of \$436,797 federal (\$545,996 total).

Orland Park – Commuter & Bicycle Bridge over LaGrange Rd/US45 at IL7/Southwest Hwy (TIP ID 06-06-0002)

The sponsor is requesting a cost increase for the subject project in the amount of \$664,000 federal. The project was programmed in 2006 for \$464,000 federal for engineering phases I and

II and construction of a pedestrian/bicycle bridge over LaGrange Rd/US 45 as part of an overall project to widen LaGrange Rd. No funds for the project have been obligated to date; Orland Park used their own funds for phase I engineering. Currently the project has sufficient funds programmed to cover the cost of engineering phase II.

The widening of LaGrange Rd/US 45 required both the Southwest Hwy bridge and the Metra railroad bridge over it to be reconstructed. The Southwest Hwy bridge has been completed. The Metra bridge was to be rebuilt on a new alignment with the existing tracks to be relocated to the south of the existing alignment. Since the Metra bridge is not funded for construction at this time the subject project would not have the necessary connection for users to access the train station on the westside of LaGrange Rd/US 45. The increased cost for construction and phase II engineering is the result of providing necessary ramps and alignment to connect the bridge with the commuter station. Construction material costs have also increased for the project.

The project was re-ranked with the increased cost and the dollar per ton of VOC eliminated increased from \$7,631,976 to \$18,553,596 and the rank changed from 16th to 20th which would drop it below three projects that were not funded but above one project that was funded. The sponsor did submit an FY 2010 application for the additional funding as well and construction is indicated in 2011.

Recommendation to the CMAQ Project Selection Committee:

- **Consider advising the sponsor to resubmit its cost increase for the Orland Park – Commuter & Bicycle Bridge over LaGrange Rd/US45 at IL7/Southwest Hwy (TIP ID 06-06-0002) after engineering phase II is underway and project costs are firmed.**

Lake Co DOT – Everett Rd at Riverwoods Rd (TIP ID 10-06-0001)

The sponsor is requesting a cost increase for the subject project in the amount of \$993,210 federal. The project was programmed in 2006 for \$936,000 federal for engineering phase I and II, right-of-way acquisition and construction. The project has obligated \$254,244 federal for engineering phase I.

The project sponsor has indicated that the cost increase is the result of changes in the design parameters and an increase in construction costs. The project is scheduled for the November 6, 2009 letting.

The project was re-ranked with the increased cost and the dollar per ton of VOC eliminated increased from \$788,713 to \$1,625,633 and the rank changed from 1st to 2nd which leave it above four intersection improvement projects funded in 2006.

Recommendation to the CMAQ Project Selection Committee:

- **Consider approving the cost increase for Lake Co DOT – Everett Rd at Riverwoods Rd (TIP ID 10-06-0001) in the amount of \$993,201 federal for total project funding of \$1,929,210 federal (\$2,411,513 total).**

Lake Co DOT – Lewis Ave from Yorkhouse Rd to 14th St (TIP ID 10-06-0063)

The project sponsor is requesting a cost increase for the subject project in the amount of \$3,023,776 federal. This project was originally sponsored by the City of Waukegan and transferred to Lake County DOT at the June 12, 2008 meeting. The project was programmed in 2007 for \$121,296 federal in 2007 for engineering phase II and for \$1,878,704 federal in 2008 for construction. No funds have been obligated to date.

The sponsor indicated that the cost increase is the result of more accurate costs from recent experiences with a similar project on Washington St in Waukegan. The project is scheduled for either the November 6, 2009 letting or the January 15, 2010 letting.

The project was re-ranked with the increased cost and the dollar per kilogram of VOC eliminated increased from \$395 to \$993 and the rank changed from 14th to 20th among 2007 signal interconnect projects. This would drop the project below six projects that were not funded.

Recommendation to the CMAQ Project Selection Committee:

- **Consider the cost increase for Lake Co DOT – Lewis Ave from Yorkhouse Rd to 14th St (TIP ID 10-06-0063) in the amount of \$3,023,776 federal for total project funding of \$5,023,776 federal (\$6,279,720 total).**

Lake Co DOT – IL 132/Grand Ave from IL 131/Green Bat Rd to IL 137/Sheridan Rd (TIP ID 10-06-0062)

The project sponsor is requesting a cost increase for the subject project in the amount of \$2,105,440 federal. This project was originally sponsored by the City of Waukegan and transferred to Lake County DOT at the June 12, 2008 meeting. The project was programmed in 2007 for \$78,400 federal in 2007 for engineering phase II and for \$1,201,600 federal in 2008 for construction. No funds have been obligated to date.

The sponsor indicated that the cost increase is the result of more accurate costs from recent experiences with a similar project on Washington St in Waukegan. The project is scheduled for either the November 6, 2009 letting or the January 15, 2010 letting.

The project was re-ranked with the increased cost and the dollar per kilogram of VOC eliminated increased from \$395 to \$993 and the rank changed from 11th to 19th among 2007 signal interconnect projects. This would drop the project below six projects that were not funded.

Recommendation to the CMAQ Project Selection Committee:

- **Consider the cost increase for Lake Co DOT – IL 132/Grand Ave from IL 131/Green Bat Rd to IL 137/Sheridan Rd (TIP ID 10-06-0062) in the amount of \$2,105,440 federal for total project funding of \$3,385,440 federal (\$4,231,800 total).**

Woodridge – Woodridge Heritage Parkway Bike Path Links (TIP ID 08-06-0006)

The sponsor is requesting a cost increase for the subject project in the amount of \$8,000 federal. The project was programmed in 2006 for \$40,000 federal for engineering phase I and II and was programmed in 2007 for \$24,000 for construction engineering. The project had already secured construction funding from the STP program in the amount of \$220,000 federal.

The project had incurred delays due to obtaining Army Corp Permits for wetland impacts and the costs to complete phase I and II engineering increased. The additional funds needed to complete phase II engineering were obtained from the 2007 funds programmed at the recommendation of CMAP staff. The project is on the March 6, 2009 letting and construction is expected to start in April and be completed in May.

A revised ranking was not done for the increase due to minimal amount of funds being requested. The project ranked 6th out of 28 bicycle facility projects considered for funding in 2007.

Recommendation to the CMAQ Project Selection Committee:

- **Consider approving the cost increase for the Woodridge Heritage Parkway Bike Path Links (TIP ID 08-06-0006) in the amount of \$8,000 federal for total project funding of \$72,000 federal (\$90,000 total).**



Harry L. Gilmore, Jr., P.E.
Direct Line: (815) 412-2711
e-mail: hgilmore@reltd.com

January 5, 2008

Project 06-231

Mr. Ross Patronsky
Senior Planner
Chicago Metropolitan Agency for Planning
233 South Wacker Drive/Suite 800
Chicago, IL 60606

RE: **Homer Glen Community Bike Trail & East Extension**
TIP Project ID#12-06-0001
Village of Homer Glen, Will County

Dear Mr. Patronsky:

As we have recently discussed, final copies of the Phase 1 Project Development Report (PDR) were submitted to IDOT for approval on September 30, 2008, and we are awaiting receipt of Design Approval for the project. Once this approval is obtained, we will immediately submit Phase 2 contract plans for IDOT's review. The Village of Homer Glen desires construction to take place in summer/fall 2009.

In regard to the project funding, \$680,730 in CMAQ funds were programmed prior to design commencing in 2006, representing 80% of the preliminary total project cost estimate of \$850,920 contained in the initial funding application. However, based upon the initial alignment and hydraulic studies, several additional costs have been added to the project scope in order to meet the State and Federal requirements for this project:

- IDOT/FHWA requirements for vertical alignment of the trail resulted in significant cost increases for grading, excavation and wetland mitigations (i.e., wetland bank purchase).
- The detailed field survey confirmed that five creek crossings are necessary rather than the three creek crossings anticipated in during the CMAQ application process. The winding nature of the creeks in the project area was not as evident from the aerial photos utilized during the original project application.
- The detailed hydraulic studies required to obtain approvals from IDOT/FHWA indicate a \$300,000 cost increase for structures above the preliminary estimates for the crossings. These cost increases reflect the increased number and span length of the crossings determined to be required.

In addition, industry-wide construction costs for transportation, concrete and hot-mix asphalt pavement have increased dramatically since 2004, including 75% increases for hot-mix asphalt items. These factors could not have been anticipated by the Village during its initial project applications in 2004-05, and as such were not budgeted.

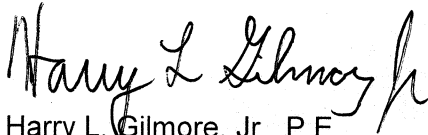
The attached table provides a summary of the original and current cost estimates, and identifies the current funding shortfall. The Village of Homer Glen respectfully requests additional CMAQ Funds for construction and engineering this project in the amount of \$787,716; which would result in an updated total Programmed CMAQ Funds of \$1,468,446 for all phases of engineering and construction.

The Village of Homer Glen is fully committed to the construction of this project. As indicated above, all work is being coordinated with the Illinois Department of Transportation, District One. The benefits of the Homer Glen Community Trail are significant to the Village and the region as it will provide access for non-motorized travel to numerous recreational facilities, and form the backbone of future trail systems to be connected to the Village.

We appreciate your consideration of this request. If you have any questions, or require any additional information, please call or contact me via the above contact information.

Very truly yours,

ROBINSON ENGINEERING, LTD.



Harry L. Gilmore, Jr., P.E.
Senior Project Manager
HLG:pc

Enclosures

Cc: Ms. Paula Wallrich (Village of Homer Glen)
Mr. Hugh O'Hara (Will County Governmental League)
Mr. Chad Riddle (IDOT/District 1/Local Roads & Streets)
Mr. Aaron Fundich (REL)

**Homer Glen CMAQ Community Bike Trail
Funding Breakdowns
December 22, 2008**

Item	2005/6 CMAQ Approved Estimates				Current Estimates				Current Funding Shortage			
	Original Trail	East Extension	Total	CMAQ \$ (80%)	Village \$ (20%)	Total	CMAQ \$ (80%)	Village \$ (20%)	CMAQ \$ (80%)	Village \$ (20%)	CMAQ \$ (80%)	Village \$ (20%)
Phase I Engineering	\$ 24,000	\$ 28,000	\$ 52,000	\$ 41,600	\$ 10,400	\$ 73,579	\$ 58,863	\$ 14,716	\$ 17,263	\$ 4,316	\$ 17,263	\$ 4,316
Phase II Engineering	\$ 31,000	\$ 28,000	\$ 59,000	\$ 47,200	\$ 11,800	\$ 93,979	\$ 75,183	\$ 18,796	\$ 27,983	\$ 6,996	\$ 27,983	\$ 6,996
Construction	\$ 323,560	\$ 349,100	\$ 672,660	\$ 538,128	\$ 134,532	\$ 1,508,000	\$ 1,206,400	\$ 301,600	\$ 668,272	\$ 167,068	\$ 668,272	\$ 167,068
Wetland Bank(Pre-Construction)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 20,000	\$ 5,000	\$ 20,000	\$ 5,000	\$ 20,000	\$ 5,000
Construction Engineering	\$ 32,360	\$ 34,900	\$ 67,260	\$ 53,802	\$ 13,452	\$ 135,000	\$ 108,000	\$ 27,000	\$ 54,198	\$ 13,548	\$ 54,198	\$ 13,548
TOTALS	\$ 410,920	\$ 440,000	\$ 850,920	\$ 680,730	\$ 170,184	\$ 1,835,558	\$ 1,468,446	\$ 367,112	\$ 787,716	\$ 196,928	\$ 787,716	\$ 196,928

Chicago Metropolitan Agency for Planning

CMAQ Cost Increase Analysis

TIP ID: **12-06-0001**

Description: **Homer Glen Community Bike Trail**

Ranking Computation

	2006 Award - Main Trail	2007 Award - Trail Ext	2009 Increase - Combined
Kilos VOC eliminated	129.7610	116.6666	246.4276
Cost	\$ 410,920	\$ 440,000	\$ 1,835,558
\$/Kg VOC eliminated	\$ 3,167	\$ 3,771	\$ 7,449
Rank	10	9	15 and 19

Project Expenses

	Federal Share	Total	Fed %	Basis
2006 Award - Main Trail	\$ 328,730	\$ 410,920	80.0%	Approved project
2007 Award - Trail Ext	\$ 352,000	\$ 440,000	80.0%	Approved project
2009 Increase - Combined	\$ 1,468,446	\$ 1,835,558	80.0%	Letter from Sponsor
Increase Amount	\$ 787,716	\$ 984,638		

Note:

The project was originally programmed as a main trail in 2006 and a trail extension in 2007. The increase is for the combine trail and extension.

FY 2006 CMAQ Program

rank	ID	Facility to be Improved	Total \$	Fed \$	\$ Per Ton VOC Eliminated	\$ Per Kg VOC Eliminated	Proposed Program
Bicycle Facilities							
1	BP06062562	Palos Heights-Lake Katherine Dr/Lake Katherine Bike Path Extension	\$66,914	\$53,531	\$234,290	\$258	\$53,531
2	BP07062547	University Park-Cicero Ave Shared Use Path	\$323,500	\$258,800	\$473,666	\$522	\$258,800
3	BP08062557	IDOT-IL53 from North Ave/IL64 to St. Charles Rd	\$262,000	\$209,000	\$823,572	\$908	\$209,000
4	BP01062571	CDOT-Barrier-Free Cycling Chicago: Metal Grate Bridge Safety - Series II	\$955,000	\$764,000	\$1,109,324	\$1,223	
5	BP01062560	Forest Preserve District of Cook County-North Branch Bicycle Trail Extension	\$4,200,000	\$3,360,000	\$1,277,391	\$1,408	
6	BP09062549	Geneva-Geneva North Central Trail	\$248,000	\$199,000	\$1,391,590	\$1,534	\$199,000
7	BP03062553	Schaumburg-Del Lago Bikeway Connector	\$203,200	\$162,600	\$1,924,587	\$2,121	\$162,600
8	BP03062563	Schaumburg-Schaumburg Commuter Rail Facility Bikeway Connector	\$860,900	\$688,700	\$1,935,600	\$2,134	\$688,700
9	BP08062566	Woodridge-Woodridge Heritage Pwy Bike Path Links	\$50,000	\$40,000	\$2,803,338	\$3,090	\$40,000
10	BP12062567	Homer Glen-Homer Glen Community Bike Trail	\$410,920	\$328,730	\$2,872,824	\$3,167	\$328,730
11	BP01062570	CDOT-Navy Pier Flyover Stage I	\$6,056,000	\$4,844,800	\$3,493,689	\$3,851	
12	BP10062548	Wauconda-Garland Rd from Gossell Rd to Old Rand Road	\$300,550	\$251,640	\$4,391,315	\$4,841	
13	BP08062558	IDOT-IL56/Butterfield Rd from Naperville Rd to IL59	\$987,000	\$790,000	\$4,454,127	\$4,910	\$790,000
14	BP10062568	Waukegan-Waukegan/North Chicago Lakefront Bike Path	\$2,728,000	\$2,182,400	\$5,258,172	\$5,796	
15	BP03062565	Schaumburg-Martingale Road Bikeway	\$1,308,000	\$1,046,400	\$6,481,444	\$7,145	
Revised Rank - Combine 2006 and 2007 Projects							
16	BP01062543	CDOT-Lakefront Trail Underpass of Solidarity Dr	\$10,480,000	\$8,672,000	\$7,033,889	\$7,754	\$8,672,000
17	BP06062544	Orland Park-Commuter & Bicycle Bridge over LaGrange Rd/US45 at IL7/Southwest Hwy	\$580,000	\$464,000	\$7,631,976	\$8,413	\$464,000
18	BP12062550	New Lenox-Metra South West Station Bike Path	\$670,000	\$536,000	\$8,936,493	\$9,851	
19	BP07062545	University Park-Community Area Share Use Path	\$741,850	\$593,480	\$14,304,803	\$15,768	
20	BP01062561	CDOT-43rd St Bicycle-Pedestrian Bridge	\$4,440,000	\$3,552,000	\$15,119,919	\$16,667	\$1,440,000
21	BP12062552	New Lenox-Nelson Rd South Bike Path	\$1,147,000	\$918,000	\$17,681,863	\$19,491	
22	BP12062555	Wilmington-RiverGrass Bikeway	\$440,000	\$340,000	\$88,492,298	\$97,546	
23	BP09062554	St. Charles Park District-Bike/Ped Bridge over Randall Rd at Silver Glen Rd	\$416,168	\$332,934	\$100,084,785	\$110,325	\$332,934
24	BP06062559	Lemont-Lemont Bike Path Connection	\$4,660,000	\$3,728,000	\$442,256,323	\$487,504	

FY 2007 CMAQ Program

rank	ID	Facility to be Improved	Total \$	Fed \$	\$/Kg Voc	Select 2009	Select 2010	Select 2011
Bicycle Facilities								
1	BP01072789	CDOT-Streets for Cycling/Bike 2015 Plan Implementation	\$2,825,000	\$2,260,000	\$236	\$1,000,000	\$1,260,000	
2	BP10072758	Waukegan-Waukegan/North Chicago Lake Front Bike Path	\$1,964,000	\$880,000	\$1,077	\$80,000	\$800,000	
3	BP09072779	Elgin-Highland Ave from Randall Rd to McLean Blv	\$174,440	\$88,872	\$1,195			
4	BP03072799	Rolling Meadows-Plum Grove Rd from Bryant Ave to Kirchoff Rd	\$217,000	\$173,600	\$1,658	\$6,400	\$7,200	\$60,800
5	BP09072801	North Aurora-Oak St Bicycle/Pedestrian Bridge	\$140,010	\$91,006	\$1,831	\$91,006		
6	BP08072791	Woodridge-Woodridge Heritage Pwy Bike Path Links	\$350,000	\$24,000	\$3,173	\$24,000		
7	BP06072790	Palos Heights-Cal-Sag Greenway Trail	\$18,334,000	\$1,075,200	\$3,243			
8	BP02072763	Morton Grove-Feris/Lehigh/Lincoln Ave Bicycle Path Study	\$600,000	\$40,000	\$3,599			
9	BP12072797	Homer Glen-Homer Glen Community Bike Trail East Extension	\$440,000	\$352,000	\$3,771	\$44,800	\$307,200	
10	BP01072788	CDOT-Bloomingdale Trail	\$34,190,000	\$960,000	\$4,122			
11	BP07072793	Forest Preserve District of Cook County-Thom Creek Bicycle Trail Completion	\$5,612,419	\$4,489,935	\$4,322			
12	BP11072773	McHenry County Conservation District-Prairie Trail Extension-Stage 1	\$2,739,000	\$1,952,000	\$4,814			
13	BP10072777	Wauconda-Garland Rd from Gossell Rd to Old Rand Rd	\$347,733	\$240,440	\$5,262			
14	BP11072772	Cary-Cary-Algonquin Rd Bikeway from Main St to Fox Trails Dr	\$517,128	\$413,000	\$5,308			
15	BP08072784	Roselle-Rodenburg Rd from Metra tracks to Travis Pwy	\$539,250	\$431,400	\$5,485			
16	BP07072795	Oak Forest-151st St/Central Ave from Oak Park Ave to 159th St	\$1,560,000	\$1,248,000	\$5,904			
17	BP12072794	Homer Township-I-355 from 135th St to Rt 6	\$910,694	\$728,555	\$6,192			
18	BP03072800	Rolling Meadows-Arlington Park Train Station Bicycle Lane Extension	\$1,340,000	\$1,072,000	\$6,359			
19	BP03072771	Schaumburg-Martingale Rd Bike Path	\$1,308,000	\$1,046,400	\$7,434			
Revised Rank - Combine 2006 and 2007 Projects								
20	BP12072796	Homer Glen-Homer Glen Community Bike Trail West Extension	\$834,000	\$667,200	\$7,978			
21	BP12072770	New Lenox-Metra Laraway Rd Station Bike Path	\$751,500	\$601,200	\$11,496			
22	BP08072792	Woodridge-Woodridge Bicycle/Pedestrian Bridge over IL 53	\$2,407,000	\$397,600	\$17,528			
23	BP12072765	New Lenox-Nelson Rd from Illinois Hwy to Delaney Rd	\$1,295,300	\$1,036,300	\$22,902			
24	BP01072786	CDOT-35th St Bicycle-Pedestrian Bridge	\$12,517,000	\$8,313,600	\$36,247			
25	BP12072798	Minooka-Three Rivers Bike Path-McEvilly Rd from Wabena Ave to Northcrest Dr	\$1,709,000	\$1,361,000	\$49,202			
26	BP09072755	Kane County DOT-Stearns Rd Bridge Corridor from McLean Blv to County Line	\$11,656,000	\$5,885,000	\$57,938			
27	BP09072752	Kane County DOT-Anderson Rd from IL 38 to Keslinger Rd	\$1,342,500	\$1,074,000	\$72,312			
28	BP09072776	Sugar Grove-Virgil Gilman Regional Bike Trail Connectors	\$345,745	\$276,596	\$144,315			



~~07-06-0001~~
04-08-0004

1170 South Houbolt Road
Joliet, IL 60431
Phone: 815-744-4200
Fax: 815-744-4215

January 23, 2009

Office Locations

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Columbus, OH
Indianapolis, IN
Milwaukee, WI
Cincinnati, OH

Mr. Ross Patronskey—Chief of the CMAQ Program
Chicago Area Transportation Study
233 South Wacker, Suite 800
Chicago, Illinois 60606

Re: Washington Boulevard CMAQ Interconnection
Request for Project Scope Change

Dear Mr. Patronskey:

www.strand.com

The project scope for the Washington Boulevard CMAQ Interconnection Project involves the fiber-optic interconnection of existing traffic signals within the Village of Oak Park that are currently not included on the *icons*® Centralized Traffic Management System. An amount of \$245,000 (federal) was previously approved for engineering services and construction costs for the project. The currently approved project scope includes the following intersections:

- Five traffic signal installations along Washington Boulevard, from Home Avenue to Lombard Avenue,
- Three traffic signal installations along Ridgeland Avenue from Augusta Street to Lenox Street, and
- Two traffic signal installations along Jackson Boulevard from Ridgeland Avenue to Highland Avenue.

The Village has recently installed a new traffic signal at the intersection of Harvard Street and Oak Park Avenue. This new traffic signal would also need to be included on the *icons*® system. The Village is requesting the project scope be revised to include the fiber-optic interconnection of this new traffic signal to the existing interconnect system along Oak Park Avenue. The additional cost to complete this work is \$64,755.

Enclosed please find an opinion of probable construction costs for the revised project scope. The estimated cost of construction for the revised scope is \$280,715. The Village would like to complete the fiber-optic interconnection of all remaining traffic signals and respectfully requests an increase of \$43,529 in the federal participation. A total federal participation of \$288,529 is needed. The total project funding is summarized as follows:



Mr. Ross Patronsky—Chief of the CMAQ Program
Chicago Area Transportation Study
Page 2
January 23, 2009

	Total Cost	Federal Share	Percent	Local Share	Percent
Original Project Scope					
<i>Engineering (Phase II and III)</i>	\$79,946	\$63,957	80	\$15,989	20
<i>Opinion of Probable Construction Costs</i>	\$215,960	\$172,768	80	\$43,192	20
<i>Total</i>	\$295,906	\$236,725	80	\$59,181	20
Revised Project Scope					
<i>Engineering (Phase II and III)</i>	\$79,946	\$63,957	80	\$15,989	20
<i>Opinion of Probable Construction Costs</i>	\$280,715	\$224,572	80	\$56,143	20
<i>Total funds Requested</i>	\$360,661	\$288,529	80	\$72,132	20
Previously Approved Federal Funds		\$245,000			
Additional Federal Funds Requested		\$43,529			

The anticipated project letting date is April 24, 2009. We look forward to the approval of our request for additional funding. The additional funding will allow the Village to provide a safe and welcoming entrance to the community.

Enclosed is a map of the Village's traffic signal network, which should help you to understand the issue. All of the 40 traffic signals are owned and maintained by the Village.

Thank you for your assistance in the matter. Should you need any additional information please feel free to contact me at 815-744-4200 or by e-mail at raymond.kumapley@strand.com.

Sincerely,

Raymond Kumapley, P.E.

Enclosures

c/enc: Mr. Jim Budrick, P.E.—Village of Oak Park
Mr. Phil Marcyn—IDOT Bureau of Local Roads and Streets

		LOCATION OF WORK			
CODE NO.	ITEM	UNIT	TOTAL	Unit Cost	TOTAL
67100100	MOBILIZATION	L. SUM	1	10,000.00	\$10,000.00
70101800	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1	15,000.00	\$15,000.00
81018500	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	5,762	20.00	\$115,240.00
81018900	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	302	35.00	\$10,570.00
81400100	HANDHOLE	EACH	16	1,300.00	\$20,800.00
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	12	450.00	\$5,400.00
	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	1	12,500.00	\$12,500.00
86400100	TRANSCEIVER - FIBER OPTIC	EACH	7	2,000.00	\$14,000.00
87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14, 1 PAIR	FOOT	4,539	1.10	\$4,992.35
87800200	CONCRETE FOUNDATION, TYPE D	FOOT	3	470.00	\$1,410.00
87900200	DRILL EXISTING HANDHOLE	EACH	40	250.00	\$10,000.00
88500100	INDUCTIVE LOOP DETECTOR	EACH	6	190.00	\$1,140.00
88600100	DETECTOR LOOP, TYPE I	FOOT	596	18.00	\$10,728.00
89501100	RELOCATE EXISTING TRAFFIC SIGNAL CONTROLLER	EACH	1	500.00	\$500.00
89502200	MODIFY EXISTING CONTROLLER	EACH	6	1,800.00	\$10,800.00
89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	947	0.50	\$473.50
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	3	1,500.00	\$4,500.00
89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	1	500.00	\$500.00
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	154	12.00	\$1,850.40
X0322925	ELECTRIC CABLE IN CONDUIT, TRACER, NO 14/1C	FOOT	7,152	0.70	\$5,006.40
X8780110	MODIFY EXISTING TYPE "D" FOUNDATION	EACH	1	1,000.00	\$1,000.00
XX003660	FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 MM 24F SM 12F	FOOT	7,152	2.00	\$14,304.00
Z0013798	CONSTRUCTION LAYOUT, SPECIAL	L SUM	1	10,000.00	\$10,000.00

\$280,714.65

Chicago Metropolitan Agency for Planning

CMAQ Cost Increase Analysis

TIP ID: **04-08-0004**

Description: **Washington Blv from Lombard Ave to Home Ave**

Ranking Computation

	2008 Award	2009 Increase
Kilos VOC eliminated	345.0242	345.0242
Cost	\$ 306,600	\$ 360,661
\$/Kilo VOC eliminated	\$ 889	\$ 1,045
Rank	10	12

Project Expenses

	Federal Share	Total	Fed %	Basis
2008 Award	\$ 245,000	\$ 306,600	79.9%	Approved project
2009 Increase	\$ 288,529	\$ 360,661	80.0%	Letter from Sponsor
Increase Amount	\$ 43,529	\$ 54,061		

FY 2008 CMAQ Program

Rank ID	Facility to be Improved	Total \$	Federal \$	\$ Per Kilo VOC Eliminated	Selected FY2008	Selected FY2009
Signal Interconnect						
1 SI08082876	DuPage County DOT-Naperville Rd from Elm St to Danada Dr	\$ 325,500	\$ 248,000	\$ 339	\$ 248,000	
2 SI10082880	Lake County DOT-IL 60/Townline Rd from Oak Creek Plz to Butterfield Rd	\$ 180,000	\$ 144,000	\$ 410	\$ 144,000	
3 SI09082858	Aurora-Indian Trail Rd from Edgelawn Dr to IL 31/Lake St	\$ 512,011	\$ 409,608	\$ 460	\$ 34,134	\$ 375,474
4 SI08082873	DuPage County DOT-Lemont Rd from Plainfield Rd/83rd St to 97th St	\$ 504,000	\$ 384,000	\$ 482	\$ 384,000	
5 SI08082874	DuPage County DOT-Chicago/Maple Rd from Charles St to Patton Dr and College Rd from Chicago/Maple Rd to Abbywood Dr	\$ 819,000	\$ 335,000	\$ 536	\$ 335,000	
6 SI09082853	Kane County DOT-Randall Rd/Huntley Rd from Corporate Blv/Square Barn Rd to Huntly Rd/Sleepy Hollow Rd	\$ 1,745,000	\$ 1,396,000	\$ 568	\$ 86,000	\$1,310,000
7 SI09082854	Aurora-Galena Blv from Locust St to Ohio St	\$ 537,151	\$ 429,720	\$ 573	\$ 35,810	\$ 393,910
8 SI02082898	IDOT-US 14/IL 43/Dempster St from Harlem Ave to Morton Grove Park District/Prairie View Dr and south to US 14/Caldwell Ave	\$ 451,500	\$ 337,000	\$ 800	\$ 337,000	
9 SI09082861	Aurora-IL 31/River St from Prairie St to New York St	\$ 270,720	\$ 216,576	\$ 867	\$ 18,048	\$ 198,528
10 SI04082879	Oak Park-Washington Blv from Lombard Ave to Home Ave	\$ 306,600	\$ 245,000	\$ 889	\$ 32,000	\$ 213,000
11 SI10082885	Lake County DOT-Saint Mary's Rd from IL 137/Buckley Rd to Atkinson Rd/Terra Dr	\$ 281,000	\$ 225,000	\$ 905	\$ 225,000	
12 SI10082884	Lake County DOT-Butterfield Rd from IL 60/Townline Rd to US 45	\$ 238,000	\$ 190,000	\$ 976	\$ 190,000	
	Revised Rank			\$ 1,045		
13 SI01082862	CDOT-IL 50/Cicero Ave from US 14/Peterson Ave to Lexington Ave	\$10,695,000	\$8,108,000	\$ 1,287	\$8,108,000	
14 SI01082867	CDOT-Roosevelt Rd from Western Ave to US 41/Lake Shore Dr	\$ 6,140,000	\$4,568,000	\$ 1,620	\$4,568,000	
15 SI01082871	CDOT-79th Street from IL 50/Cicero Ave to Ashland Ave	\$ 6,825,000	\$5,460,000	\$ 1,767	\$ 440,000	\$5,020,000
16 SI07082866	IDOT-IL 83/147th St from Homan Ave to I-57/Dan Ryan Expy	\$ 1,722,000	\$1,288,000	\$ 1,833	\$1,288,000	
17 SI01082869	CDOT-IL 64/North Ave from Menard St to Ashland Ave	\$10,570,000	\$8,456,000	\$ 1,884		
18 SI02082886	Evanston-Emerson St from Asbury Ave to Elgin Rd	\$ 1,429,000	\$ 978,000	\$ 2,094		
19 SI01082864	CDOT-Broadway Ave and Sheridan Rd from Devon Ave to Hollywood Ave	\$ 5,115,000	\$2,600,000	\$ 2,447		
20 SI01082870	CDOT-87th St from I-94/Dan Ryan NB on ramp from State St to I-90/Skyway SB on ramp from Anthony Ave	\$ 4,620,000	\$3,696,000	\$ 2,666		
21 SI12082897	IDOT-US 30/Lincoln Hwy from State St to Chicago Rd	\$ 2,086,000	\$1,560,000	\$ 3,694		
22 SI01082872	CDOT-Michigan Ave and Indiana Ave from 31st St to 63rd St	\$10,500,000	\$8,400,000	\$ 6,688		

DICK UNTCH
Director
Community Development
Email: duntch@geneva.il.us



22 South First Street
Geneva, Illinois 60134-2291
Phone: (630) 232-0818
Fax: (630) 232-1871

City of Geneva

January 26, 2009

Mr. Doug Ferguson
Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800, Sears Tower
Chicago, Illinois 60606

Subject: Request for additional CMAQ grant funds to design and construct the Geneva North Central Trail (2006 CMAQ Project) in Geneva, Illinois

Dear Mr. Ferguson:

The City of Geneva is the sponsor for the project, which is the centerpiece of the Geneva Bikeway Implementation Plan. The Geneva Park District is also participating in the project. The project would provide needed access to Wheeler Park and the Fox River Trail, and a north-south route linking other bikeways in Geneva. The project consists of the construction of a 10 foot wide asphalt trail on 3,900 linear feet of abandoned railroad right-of-way corridor owned by the City. The trail will extend north from the signalized intersection of 7th Street and Illinois Route 38/State Street to the shared St. Charles/Geneva corporate limit line where it will connect to the St. Charles Park District trail. Additionally, the project will include associated crosswalk pedestrian signal improvements at Illinois Router 38/State Street, and crosswalks at Peyton and Stevens Street.

The total estimated cost of the project in 2006 was \$248,000, which did not include soft costs or contingencies. The CMAQ funds approved for the project are in the amount of \$199,000. The estimated project costs included in the original CMAQ application are summarized as follows:

Original Estimated Project Costs – 2006 CMAQ Application

Phase I preliminary design	\$15,769
Phase II plans, specs and estimates	19,712
Construction costs	<u>212,887</u>
Total	\$248,368

The IDOT Local Agency Agreement for Federal Participation for the preparation of the project's preliminary engineering has been approved. The consulting civil engineering firm for the project is Christopher B. Burke Engineering West. Ltd. (CBBEWL). As shown above, the original

estimated construction cost for the project was \$212,887. The recent experience of CBBEWL and the City in building similar trails indicates construction of the proposed trail will cost \$366,000. Additionally, we estimate the cost of the crosswalk pedestrian signal to be \$22,000, and the cost of the 2 pedestrian crosswalks to be \$4,000. Accounting for soft costs, contingencies and inflation would add \$58,000, bringing the total construction cost to \$450,000. The City is under contract with CBBEWL to prepare Phase I preliminary engineering at a cost of \$44,750. The Phase I scope of work includes data collection and review, survey work, wetland assessment, preliminary trail geometry, environmental survey request, project coordination and public involvement. The estimated cost of Phase II engineering is \$34,000. Overall, the revisions to the estimated project costs reflect our team's experience in building trails, accounts for the complexities in addressing stormwater management requirements along the narrow trail corridor, and considers the construction access challenges in building the trail through a fully developed area of the City. In summary, the revised estimated project costs are as follows:

Revised Estimated Project Costs – 2009

Phase I preliminary design	\$44,750
Phase II plans, specs and estimates	34,000
Construction costs (+15% soft costs, contingencies, inflation)	<u>450,000</u>
Total	\$528,750

Accordingly, the City of Geneva respectfully requests additional CMAQ funds to complete the project. Specifically, we request that the original \$199,000 in CMAQ funds be increased to a level of \$423,000, or 80 percent of the \$528,750 total cost. This would result in a local match of \$105,750. The additional CMAQ funds would allow the City to implement this high priority bike trail in the City's Adopted Bikeway Plan. Please don't hesitate to contact me if you have any questions.

Sincerely,

Dick Untch, Director of Community Development

C: Ross Patronsky, CMAP Senior Planner
 Mary McKittrick, City Administrator
 Dan Dinges, Director of Public Works
 Jason Elias, Assistant Director of Public Works/City Engineer

Chicago Metropolitan Agency for Planning

CMAQ Cost Increase Analysis

TIP ID: **09-06-0001**

Description: **Geneva North Central Trail**

Ranking Computation

	2006 Award	2009 Increase
Tons VOC eliminated	0.1782	0.1782
Cost	\$ 248,000	\$ 528,750
\$/Ton VOC eliminated	\$ 1,391,590	\$ 2,966,949
Rank	8	12

Project Expenses

	Federal Share	Total	Fed %	Basis
2006 Award	\$ 199,000	\$ 248,000	80.2%	Approved project
2009 Increase	\$ 423,000	\$ 528,750	80.0%	Letter from Sponsor
Increase Amount	\$ 224,000	\$ 280,750		

FY 2006 CMAQ Program

CMAQ ID		Total \$	Federal \$	\$ Per Ton VOC	Proposed Program
1 BP01062611	CDOT-Chicago Bikes Marketing Campaign	\$1,175,000	\$940,000	\$8,060,424	\$620,000
2 BP07062610	Lansing-Safe Routes to Schools-South Suburban Mayors and Managers Association	\$975,000	\$780,000	\$17,988,278	\$780,000
3 BP06062562	Palos Heights-Lake Katherine Dr/Lake Katherine Bike Path Extension	\$66,914	\$53,531	\$234,290	\$53,531
4 BP07062547	University Park-Cicero Ave Shared Use Path	\$323,500	\$258,800	\$473,666	\$258,800
5 BP08062557	IDOT-IL53 from North Ave/IL64 to St. Charles Rd	\$262,000	\$209,000	\$823,572	\$209,000
6 BP01062571	CDOT-Barrier-Free Cycling Chicago: Metal Grate Bridge Safety - Series II	\$955,000	\$764,000	\$1,109,324	
7 BP01062560	Forest Preserve District of Cook County-North Branch Bicycle Trail Extension	\$4,200,000	\$3,360,000	\$1,277,391	
8 BP09062549	Geneva-Geneva North Central Trail	\$248,000	\$199,000	\$1,391,590	\$199,000
9 BP03062553	Schaumburg-Del Lago Bikeway Connector	\$203,200	\$162,600	\$1,924,587	\$162,600
10 BP03062563	Schaumburg-Schaumburg Commuter Rail Facility Bikeway Connector	\$860,900	\$688,700	\$1,935,600	\$688,700
11 BP08062566	Woodridge-Woodridge Heritage Pwy Bike Path Links	\$50,000	\$40,000	\$2,803,338	\$40,000
12 BP12062567	Homer Glen-Homer Glen Community Bike Trail	\$410,920	\$328,730	\$2,872,824	\$328,730
	Revised Rank			\$2,966,949	
13 BP01062570	CDOT-Navy Pier Flyover Stage I	\$6,056,000	\$4,844,800	\$3,493,689	
14 BP10062548	Wauconda-Garland Rd from Gossell Rd to Old Rand Road	\$300,550	\$251,640	\$4,391,315	
15 BP08062558	IDOT-IL56/Butterfield Rd from Naperville Rd to IL59	\$987,000	\$790,000	\$4,454,127	\$790,000
16 BP10062568	Waukegan-Waukegan/North Chicago Lakefront Bike Path	\$2,728,000	\$2,182,400	\$5,258,172	
17 BP03062565	Schaumburg-Martingale Road Bikeway	\$1,308,000	\$1,046,400	\$6,481,444	
18 BP01062543	CDOT-Lakefront Trail Underpass of Solidarity Dr	\$10,480,000	\$8,672,000	\$7,033,889	\$8,672,000
19 BP06062544	Orland Park-Commuter & Bicycle Bridge over LaGrange Rd/US45 at IL7/Southwest Hwy	\$580,000	\$464,000	\$7,631,976	\$464,000
20 BP12062550	New Lenox-Metra South West Station Bike Path	\$670,000	\$536,000	\$8,936,493	
21 BP07062545	University Park-Community Area Share Use Path	\$741,850	\$593,480	\$14,304,803	
22 BP01062561	CDOT-43rd St Bicycle-Pedestrian Bridge	\$4,440,000	\$3,552,000	\$15,119,919	\$1,440,000
23 BP12062552	New Lenox-Nelson Rd South Bike Path	\$1,147,000	\$918,000	\$17,681,863	
24 BP12062555	Wilmington-RiverGrass Bikeway	\$440,000	\$340,000	\$88,492,298	
25 BP09062554	St. Charles Park District-Bike/Ped Bridge over Randall Rd at Silver Glen Rd	\$416,168	\$332,934	\$100,084,785	\$332,934
26 BP06062559	Lemont-Lemont Bike Path Connection	\$4,660,000	\$3,728,000	\$442,256,323	



Village of Addison

COMMUNITY DEVELOPMENT DEPARTMENT

BUILDING • CODE ENFORCEMENT • ENGINEERING • ZONING

February 5, 2009 02-09-09P12:02 RCVD

Mr. Ross Patronskey, Chief of the CMAQ Program
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Subject: Mill Road Bridge Sidewalk Project, TIP: 08-06-0052
Village of Addison (Du Page County)

File: 63.91

Dear Mr. Patronskey:

We are requesting the CMAQ Project Selection Committee for an increase in funding relative to the above-mentioned project in the amount of \$46,437. The increases were unforeseen because of the latest request of the Illinois Department of Transportation (IDOT), Springfield, Illinois for a performance of a Bridge Condition Report (BCR), a Preliminary Bridge Design and Hydraulic Report (PBDHR) and a Type, Size and Location (TSL) drawings.

The cost increases as shown on the attachments are as follows:

1. Phase II Engineering- an additional \$15,000 to complete the above request.
2. Construction- an additional \$38,348 that represents an 11% increase due to the time delay created by this request.
3. Phase III Engineering- an additional \$4,646 that represents an 11% increase due to the time delay created by this request

I hope the above stated reasons would merit a positive review by the Project Selection Committee and I appreciate their efforts in considering this request. Please give me a call at (630) 693-7533, if you have any questions. Thank you.

Very truly yours,

Rudolfo M. Espedido
Village Engineer

Mill Road Bridge Sidewalk Project					
TIP ID:		08-06-0052			
Location:		Addison, Du Page County, Illinois			
CMAQ Financing Summary		Approved Funding		Proposed Funding Increase	
		Total Cost	Federal Cost	Total Cost	Federal Cost
1	Phase 1 Engineering	\$0.00	\$0.00	\$0.00	\$0.00
2	Phase 2 Engineering	\$61,710.00	\$49,368.00	\$76,710.00	\$61,368.00
4	Construction	\$384,000.00	\$307,200.00	\$422,400.00	\$337,920.00
5	Phase 3 Engineering	\$42,240.00	\$33,792.00	\$46,886.40	\$37,509.12
	Total	\$487,950.00	\$390,360.00	\$545,996.40	\$436,797.12
	SAY		\$390,360.00		\$436,797.00
REQUESTED CMAQ Funding Increase		\$46,437.00			
JUSTIFICATION NOTES FOR THE INCREASE:					
1. Pursuant to the request of the Illinois Dept. of Transportation Central Bureau of Bridges, Springfield, Illinois for a performance of a Bridge Condition Report (BCR), a Preliminary Bridge Design and Hydraulic Report (PBDHR) and a Type, Size and Location (TSL) drawings.					
2. Due to the time delay to perform this and bring it to a letting, the construction and construction engineering costs had been updated by 11%.					

**Mill Road Sidewalk Improvements
 Supplement Cost Estimate of Consulting Services
 Professional Engineering Services Proposal
 Village of Addison, DuPage County, Illinois**

Task No.	Task	Personnel & Hours										Total Hours	% of Hours	Labor Cost
		DH	PM	PE	DE	SSE	SE	Design/Tech	YQC/DA					
1	Bridge Inspection & BCR Preparation	\$54.00	\$38.00	\$29.75	\$24.58	\$55.00	\$34.50	\$21.75	\$55.00			131	65.8%	\$ 5,095.00
		0	6	0	0	33	72	16	4					
2	PBDHR & TSL Preparation											68	34.2%	\$ 2,525.00
		0	4	0	0	14	30	16	4					
	Total Cost													
	Multiplier*													
	Direct Costs and Sub Consultant Expense (See attached calculation)													
	*Multiplier											199	100.0%	\$ 22,097
	1 (Direct Labor) + OH + 0.145*(1 + OH)													\$ 7,620
	IDOT Approved OH Rate = 140.43%													\$ 20,977
	Multiplier =													\$ 1,120
														\$ 22,097

2.7529

[illegible]

Chicago Metropolitan Agency for Planning

CMAQ Cost Increase Analysis

TIP ID: 08-06-0052

Description: Addison-Mill Rd Bridge Sidewalk Project

Ranking Computation

	2007 Award	2007 Increase	2009 Increase
Kilos VOC eliminated	508.3045	508.3045	508.3045
Cost	\$ 256,500	\$ 487,950	545996
\$/Kilo VOC eliminated	\$ 505	\$ 960	\$ 1,074
Rank	6	7	8

Project Expenses

	Federal Share	Total	Fed %	Basis
2007 Award	\$ 205,200	\$ 256,500	80.0%	Approved project
2007 Increase	\$ 390,360	\$ 487,950	80.0%	Letter from Sponsor
2009 Increase	\$ 436,797	\$ 545,996	80.0%	Letter from Sponsor
Increase Amount	\$ 46,437	\$ 58,046		

FY 2007 CMAQ Program

ID	Facility to be Improved	Total \$	Federal \$	\$/Kilo Voc	Selected FY2007	Selected FY2008	Selected FY2009
Pedestrian Facility							
1 BP04072693	Oak Park-Various Sidewalk Projects throughout Oak Park	\$565,074	\$452,059	\$18	\$226,030	\$226,029	
2 BP04072688	Harwood Heights-Union Ridge Elementary School - Pedestrian Facility Improvement Plan	\$103,000	\$82,400	\$23	\$82,400		
3 BP03072691	Des Plaines-Mount Prospect Rd & Wolf Rd Sidewalks	\$230,000	\$184,000	\$147	\$24,000	\$160,000	
4 BP08072703	Westmont-2007 Miscellaneous Sidewalk Connectivity Part 3	\$621,193	\$496,954	\$272			
5 BP10072697	Mundelein-Lake St from Hawthorne Blv to Longwood Ter	\$307,230	\$245,784	\$484	\$245,784		
6 BP08072686	Addison-Mill Rd Bridge Sidewalk Project	\$256,500	\$205,200	\$505	\$15,640	\$15,640	\$173,920
7 BP06072696	Blue Island-Vermont St Corridor	\$425,195	\$340,156	\$945			
	2007 Increase revised rank places the project here			\$960			
8 BP07072699	Oak Forest-Oak Forest Sidewalks to Metra Station	\$652,000	\$521,600	\$1,022	\$13,600	\$508,000	
	2009 revised rank places the project here			\$1,074			
9 BP04072702	Northlake-Wolf Rd Sidewalks at Soffel Ave	\$395,000	\$316,000	\$1,513	\$28,000	\$24,000	\$264,000
10 BP02072785	Glenview-Wagner Rd from Winnetka Rd to East Lake Ave	\$301,950	\$225,800	\$1,605	\$225,800		
11 BP11072690	Crystal Lake-Erick St Sidewalks	\$87,000	\$69,000	\$1,754	\$69,000		
12 BP10072700	Deerfield-Deerfield Rd Sidewalk Improvements and Pedestrian Underpass	\$974,400	\$779,520	\$1,843	\$84,000	\$695,520	
13 BP08072701	Oakbrook Terrace-22nd St Sidewalk from IL 56/Butterfield Rd to IL 83/Kingery Highway	\$472,000	\$377,000	\$2,285	\$49,226	\$328,180	
14 BP05072698	Riverside-Burlington Northern Santa Fe Railroad Pedestrian Tunnel	\$3,354,000	\$2,640,000	\$5,072			
15 BP12072695	Plainfield-IL 59 Sidewalk Improvements	\$3,590,700	\$1,230,000	\$111,135			

MAYOR
Daniel J. McLaughlin

VILLAGE CLERK
David P. Maher

14700 S. Ravinia Ave.
Orland Park, IL 60462
(708) 403-6100



VILLAGE HALL

TRUSTEES
Bernard A. Murphy
Kathleen M. Fenton
Brad S. O'Halloran
James V. Dodge
Edward G. Schussler III
Patricia Gira

January 23, 2009

Mr. Doug Ferguson
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Reference: Village of Orland
Section: 06-00064-00-BR
Project No.: CMM-8003(986)
Job No.: D-91-370-08

Dear Mr. Ferguson:

The Village of Orland Park would like to ask the CMAQ Committee to consider a request for additional funding for construction of the above referenced project, a commuter pedestrian/bicycle bridge over US Route 45 (LaGrange Road). The original approved grant was for the construction of a bridge only. The bridge was being proposed as part of an overall project to widen LaGrange Road.

As part of the widening of LaGrange Road the Southwest Highway and Metra railroad bridge were to be re-built. The Southwest Highway Bridge is now completed but the Metra Bridge, which has been designed, is not funded for construction. The Metra Bridge was to be built on a new alignment with the existing tracks to be relocated to the south of the existing alignment to save the cost of a runaround. The new commuter station west of LaGrange Road was sited so that these tracks could be shifted to the south on the new alignment. In order to realign the tracks it was necessary to provide a retaining wall for new embankment and roadbed for the tracks extending from LaGrange Road to the new station platform. In our coordination effort with Metra during the Phase I Study, Metra stated that a platform extension from the train station to the west pedestrian bridge abutment would be feasible as long as certain separation requirements were met. In the Phase I Study the design of the relocated tracks and platform were approved as part of the Design Approval process.

Since the Metra Bridge is not funded for construction, the retaining wall and embankment will not be built at this time. Therefore the pedestrian bridge will have no connection for users to access the train station. In order to continue to move forward with the pedestrian bridge over LaGrange Road we have re-evaluated the requirements to complete the project. We have determined that the construction cost of just the bridge has increased due to prices in construction materials. Secondly, we have designed a ramping system from the west abutment of the bridge to grade with a connection to an existing path that the Village has already constructed from the train station to the east. The ramp will be ADA accessible. The developer on the east side of LaGrange Road has already constructed a pedestrian/bicycle path to the approximate location of the east abutment. A short ramp would be required to meet the existing path grade.

We have reviewed our cost estimate for the project and determined that the new total of Phase II Design Engineering and Construction would be \$1,410,000; this amount includes the Phase III Engineering. The difference between the new total and the original grant is \$830,000 (\$664,000 in Federal dollars). As mentioned early in this letter the revised cost is the result of increased material costs and the need to provide the approach system to the bridge. Attached is a detailed cost estimate for your review.

We are also providing you with some of the narrative and exhibits from the original CMAQ submittal. The development on the east side of LaGrange Road is built out from 142nd Street to the railroad tracks and the 98 residential units in that development have been completed. The bridge would serve thousands of housing units to the east and would provide a safe crossing of LaGrange Road for access to the expanded Metra service on the SouthWest Service Line.

We respectfully request your favorable response to our request for the additional funding of this important link to our new commuter station and the joining of our east and west bicycle systems. If you have any questions on this matter please free to call me at 708-403-6155.

Sincerely,

A handwritten signature in black ink, appearing to read 'P. Grimes', with a long horizontal stroke extending to the right.

Paul G. Grimes
Village Manager

/mrs
09pgg./2009 CMAQ letter
Enclosure

COMMUTER AND BICYCLE BRIDGE OVER US 45

Pedestrian Bridge Construction Cost Estimate (2 -100' tuss spans - 10 foot out to out)

Item	Description	Unit	Quantity	Unit Price	Total
	TRUSSES DELIVERED & ERECTED	LSum	1	\$400,000.00	\$400,000.00
	CONCRETE SUPERSTRUCTURE	CY	37	\$1,000.00	\$37,037.04
	CONCRETE STRUCTURES	CY	100	\$750.00	\$75,000.00
	REINFORCEMENT STEEL	LBS	22000	\$1.75	\$38,500.00
	STRUCTURE EXCAVATION	CY	350	\$30.00	\$10,500.00
	STEEL H-PILES	LF	640	\$55.00	\$35,200.00
	PEDESTRIAN BRIDGE RAIL	LF	0	\$150.00	\$0.00
	Sub-total				\$596,237.04
	Contingencies @ 20%				\$119,247.41
	Sub-total				\$715,484.44
	Construction Engineering (10%)				\$71,548.44
	TOTAL COST OF CONSTRUCTION ITEMS				\$787,032.89

Pedestrian Bridge Approach Path and Ramp

Item	Description	Unit	Quantity	Unit Price	Total
	17' Precast Deck Beams	SQ. FT.	3000	\$45.00	\$135,000.00
	CONCRETE STRUCTURES	CY	20	\$750.00	\$15,177.50
	REINFORCEMENT STEEL	LBS	2000	\$1.75	\$3,500.00
	DRILLED SHAFT	CY	85	\$600.00	\$50,900.40
	STRUCTURE EXCAVATION	CY	320	\$30.00	\$9,600.00
	PIPE HANDRAIL RAIL	LF	800	\$100.00	\$80,000.00
	1 1/2' BITUMINIOUS SURFACE	SQ. FT.	12000	\$4.00	\$48,000.00
	EARTH EXCAVATION	CY	200	\$15.00	\$3,000.00
	AGGREGATE BASE COURSE	SY	600	\$15.00	\$9,000.00
	Sub-total				\$354,177.90
	Contingencies @ 20%				\$70,835.58
	Sub-total				\$425,013.48
	Construction Engineering (10%)				\$42,501.35
	TOTAL COST OF CONSTRUCTION ITEMS				\$467,514.83

TOTAL PROJECT COST

\$1,254,547.72

VI. PROJECT DESCRIPTION AND MAP

1. PLEASE DESCRIBE PROJECT

The Commuter & Bike Bridge over LaGrange Road is a critical element of a large transit oriented district that is being developed in this location. LaGrange Road divides the district in two parts- "Main Street Triangle" development around the new 143rd St. Metra Station to the east, and "Orland Crossing" development on a 60 acre parcel to the west (attached Map 1). Together, these two projects are slated to bring up to 500 residential units that are within walking distance of the new train station.

Without the bridge, there are no safe connections for pedestrians, bicyclists and commuters between these two developments, the Metra Station and neighborhoods to the east of LaGrange Road. LaGrange Road, at four lanes and 47,000 cars a day, is already very unsafe for pedestrian/bike crossing at grade. The road is planned to be widened to 6 travel lanes with a 130 feet r.o.w., making it even more unsafe to cross. If the bridge is not constructed, commuters will be forced to cross at grade at the 142nd Street intersection, which is already in a HALIS area (attached maps 2 through 6). Traffic projections for 2005 and 2010 at 142nd Street and LaGrange Road show that nearly all turning movements are expected to increase in traffic by more than 50% during peak rush hour periods. High volumes of turning traffic will make this intersection significantly more dangerous for pedestrian commuters and shoppers attempting to cross LaGrange Road at this location.

The bridge is also critical for dispersing Metra commuter traffic evenly through this area. Metra requires up to 900 spaces to serve the 143rd Street Station. Metra and the Village have planned to distribute this parking to both sides of LaGrange Road to prevent further traffic congestion in the area. Over 600 spaces have been completed on the west side next to the station, and about 100 spaces will remain in the adjacent historic district. The remaining 300 spaces are proposed to be in a parking deck in the Orland Crossing development east of LaGrange Road. The commuter bridge will provide a safe connection between this deck and the station on the other side of LaGrange. Without the bridge, commuters living east of LaGrange Road will have to drive to the station, adding traffic to some of the already congested intersections in the area.

This bridge will be the third in a series of rail and road bridges over LaGrange Road at this location. The Southwest Highway Bridge has already been reconstructed for the future widening of LaGrange Road. The Metra Bridge has been designed but not constructed due to lack of funding. Retaining walls that were proposed as part of the Metra Bridge reconstruction are also not funded. Therefore, access ramps to the pedestrian bridge need to be provided and to meet ADA requirements. The attached cost estimate is broken out for the pedestrian bridge construction and the access ramp construction.

LaGrange Road is a barrier between the 20 miles of bike paths to the east and the 8 miles to the west. This bridge will provide the first safe connection between these two systems (attached map 7). The Tinley Creek Forest Preserves, and existing train in Palos Park, Palos Heights and Tinley Park, would now be accessible to the residents living west of LaGrange Road. Metra commuters can also have the option of riding their bicycles to the station instead of driving.

The Commuter & Bike Bridge provides a critical safe connection across LaGrange Road for the 100-acre transit oriented development that is currently underway.

Pedestrian/Bike paths to be completed by 2006

McGinnis Slough

Metra Tracks

Proposed Commuter & Bike Bridge

Future Metra Parking Deck 300 spaces

98 New Residential units (construction underway)

To Existing Residential Neighborhoods to the north

To Existing Residential Neighborhoods to the north

Orland Crossing Development (161 acres) planned for up to 1,000 construction units, 200 dwelling units, 20,000 sq ft of commercial

Triangle Development (30 acres) (construction to begin summer 2005) planned for up to 300 dwelling units & 12,000 sq ft of commercial

Proposed Metra Parking Deck 300 spaces

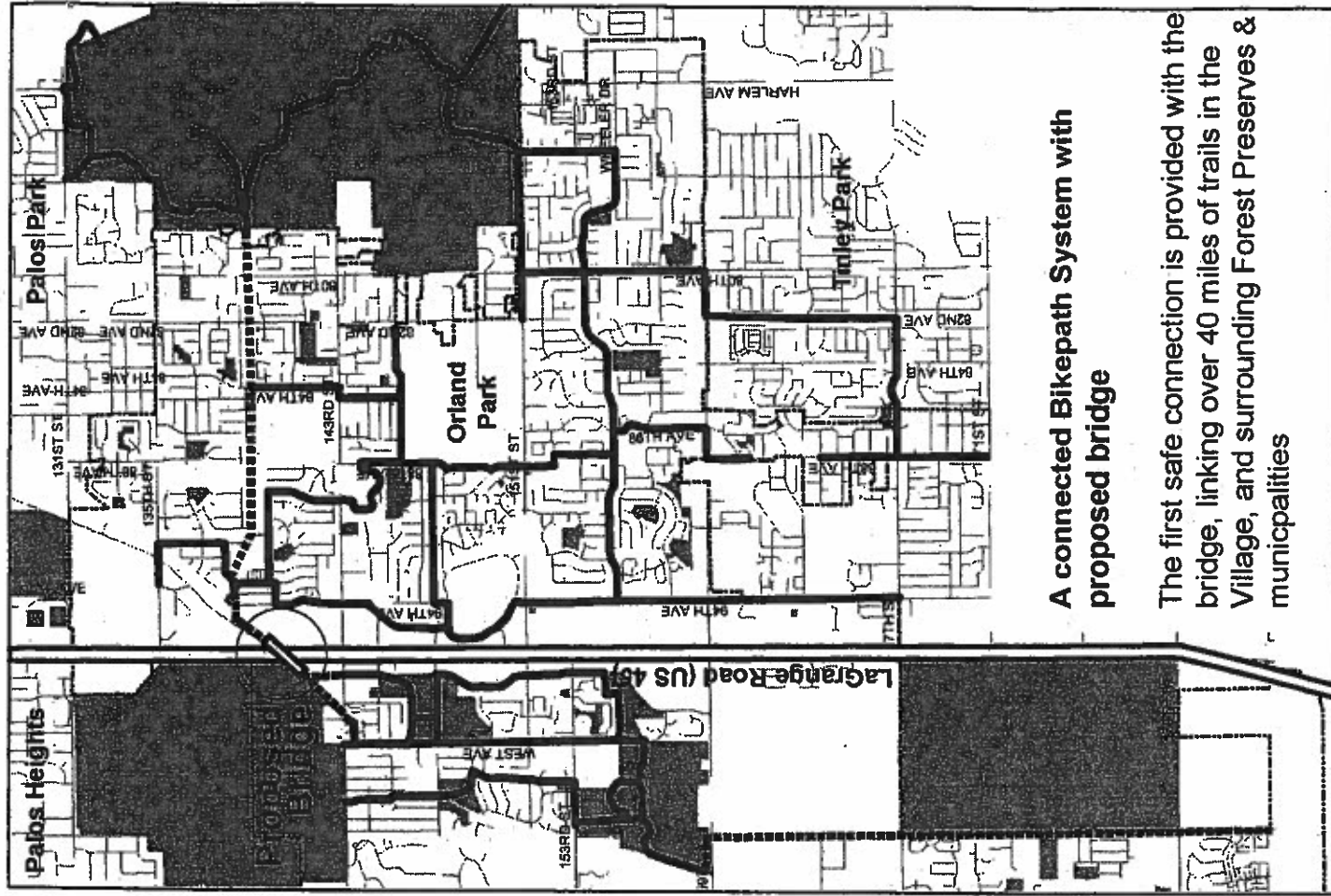
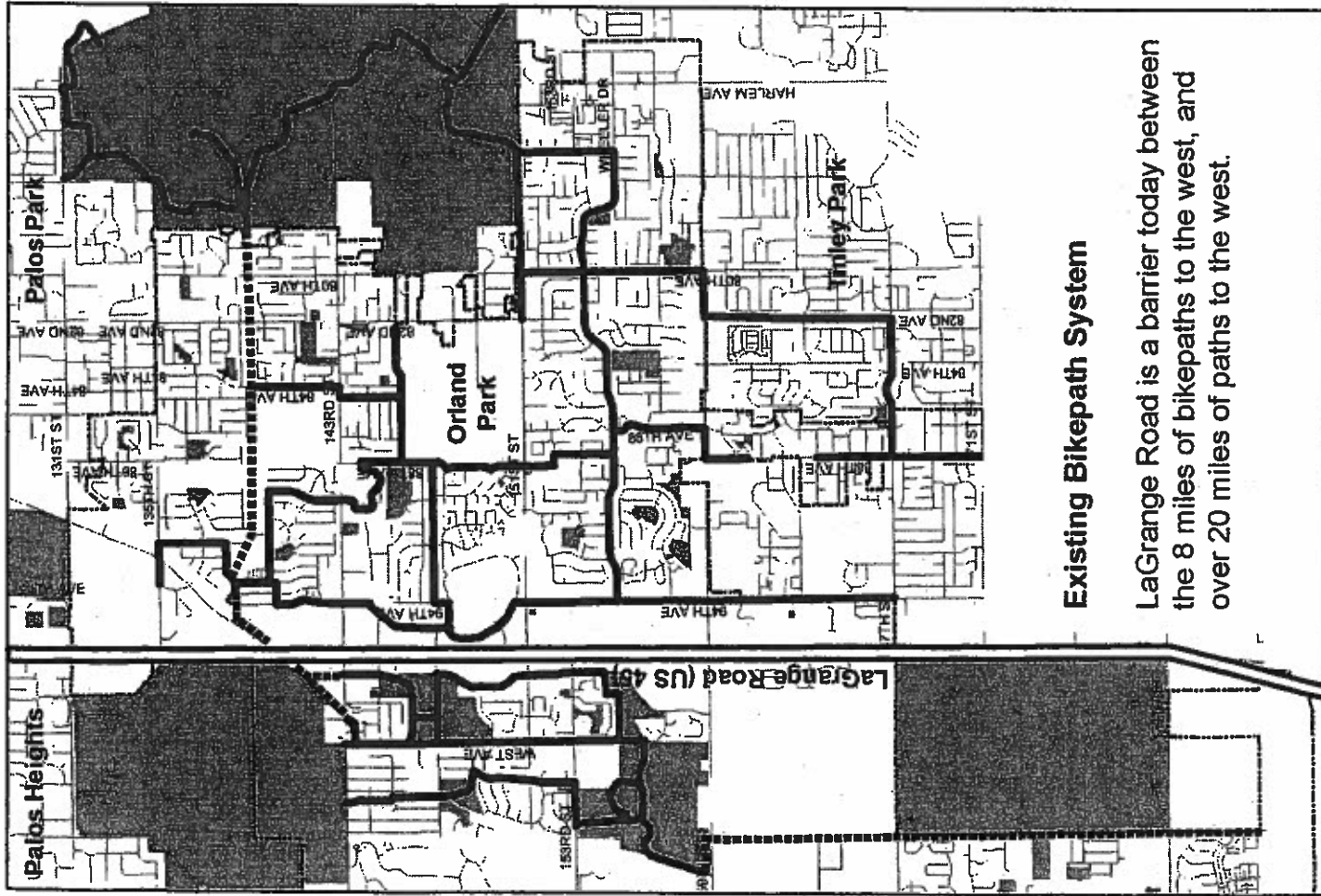


PROJECT MAP - 1

scale 1:400

To neighborhoods to the west

To Old Orchard Historic District



Chicago Metropolitan Agency for Planning

CMAQ Cost Increase Analysis

TIP ID: 06-06-0002

Description: Orland Park-Commuter & Bicycle Bridge over LaGrange Rd/US45 at IL7/Southwest Hwy

Ranking Computation

	2006 Award	2009 Increase
Tons VOC eliminated	0.0760	0.0760
Cost	\$ 580,000	\$ 1,410,000
\$/Ton VOC eliminated	\$ 7,631,976	\$ 18,553,596
Rank	16	20

Project Expenses

	Federal Share	Total	Fed %	Basis
2006 Award	\$ 464,000	\$ 580,000	80.0%	Approved project
2009 Increase	\$ 1,128,000	\$ 1,410,000	80.0%	Letter from Sponsor
Increase Amount	\$ 664,000	\$ 830,000		

FY 2006 CMAQ Program

rank ID	Bicycle Facility	Facility to be Improved	Total \$	Federal \$	\$ Per Ton VOC Eliminated	Selected
1	BP06062562	Palos Heights-Lake Katherine Dr/Lake Katherine Bike Path Extension	\$66,914	\$53,531	\$234,290	\$53,531
2	BP07062547	University Park-Cicero Ave Shared Use Path	\$323,500	\$258,800	\$473,666	\$258,800
3	BP08062557	IDOT-IL53 from North Ave/IL64 to St. Charles Rd	\$262,000	\$209,000	\$823,572	\$209,000
4	BP01062571	CDOT-Barrier-Free Cycling Chicago: Metal Grate Bridge Safety - Series II	\$955,000	\$764,000	\$1,109,324	
	BP01062560	Forest Preserve District of Cook County-North Branch Bicycle Trail Extension	\$4,200,000	\$3,360,000	\$1,277,391	
5	BP09062549	Geneva-Geneva North Central Trail	\$248,000	\$199,000	\$1,391,590	\$199,000
6	BP03062553	Schaumburg-Del Lago Bikeway Connector	\$203,200	\$162,600	\$1,924,587	\$162,600
7	BP03062563	Schaumburg-Schaumburg Commuter Rail Facility Bikeway Connector	\$860,900	\$688,700	\$1,935,600	\$688,700
8	BP08062566	Woodridge-Woodridge Heritage Pwy Bike Path Links	\$50,000	\$40,000	\$2,803,338	\$40,000
9	BP12062567	Homer Glen-Homer Glen Community Bike Trail	\$410,920	\$328,730	\$2,872,824	\$328,730
10	BP01062570	CDOT-Navy Pier Flyover Stage I	\$6,056,000	\$4,844,800	\$3,493,689	
11	BP10062548	Wauconda-Garland Rd from Gossell Rd to Old Rand Road	\$300,550	\$251,640	\$4,391,315	
12	BP08062558	IDOT-IL56/Butterfield Rd from Naperville Rd to IL59	\$987,000	\$790,000	\$4,454,127	\$790,000
13	BP10062568	Waukegan-Waukegan/North Chicago Lakefront Bike Path	\$2,728,000	\$2,182,400	\$5,258,172	
14	BP03062565	Schaumburg-Martingale Road Bikeway	\$1,308,000	\$1,046,400	\$6,481,444	
15	BP01062543	CDOT-Lakefront Trail Underpass of Solidarity Dr	\$10,480,000	\$8,672,000	\$7,033,889	\$8,672,000
16	BP06062544	Orland Park-Commuter & Bicycle Bridge over LaGrange Rd/US45 at IL7/Southwes	\$580,000	\$464,000	\$7,631,976	\$464,000
17	BP12062550	New Lenox-Metra South West Station Bike Path	\$670,000	\$536,000	\$8,936,493	
18	BP07062545	University Park-Community Area Share Use Path	\$741,850	\$593,480	\$14,304,803	
19	BP01062561	CDOT-43rd St Bicycle-Pedestrian Bridge	\$4,440,000	\$3,552,000	\$15,119,919	\$1,440,000
20	BP12062552	New Lenox-Nelson Rd South Bike Path	\$1,147,000	\$918,000	\$17,681,863	
		Revised Rank			\$ 18,553,596	
21	BP12062555	Wilmington-RiverGrass Bikeway	\$440,000	\$340,000	\$88,492,298	
22	BP09062554	St. Charles Park District-Bike/Ped Bridge over Randall Rd at Silver Glen Rd	\$416,168	\$332,934	\$100,084,785	\$332,934
23	BP06062559	Lemont-Lemont Bike Path Connection	\$4,660,000	\$3,728,000	\$442,256,323	



Everett Rd @ Riverwoods Rd Intersection Improvement
TIP ID No. 10-06-0001

Division of Transportation

Martin G. Buehler, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 362 5290

January 29, 2009

Mr. Doug Ferguson
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, Illinois 60606

Subject:	Project:	Everett Rd at Riverwoods Rd Funding Increase
	Project Sponsor:	Lake County Division of Transportation
	TIP ID:	10-06-0001

Dear Mr. Ferguson:

The Lake County Division of Transportation (LCDOT) is requesting an increase in funding for the Everett Road and Riverwoods Road roundabout project. The project was granted \$936,000 in Congestion Mitigation and Air Quality (CMAQ) funding in 2006 (total funding \$1,170,000.00). The increase in CMAQ funding is being requested as a result of changes in design parameters and increases in construction costs. Therefore, I am respectfully requesting approval of a total cost increase to \$1,929,210 in CMAQ funding (total funding \$2,411,513). A revised Estimate of Cost has been enclosed for your reference. The target letting date for this project is November 6, 2009.

If you have any questions or need further information, please contact Bruce Christensen of my staff at (847) 377-7400.

Sincerely,

Martin G. Buehler
Director/County Engineer

**Everett and Riverwoods Roundabout
Cost Estimate**

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
1	TREE REMOVAL	UNIT	300	\$22.00	\$6,600.00
2	EARTH EXCAVATION	CU YD	7000	\$30.00	\$210,000.00
3	HOT-MIX ASPHALT SURFACE REMOVAL 1 1/2"	SQ YD	50	\$5.00	\$250.00
4	CONCRETE CURB AND GUTTER	L SUM	1	\$66,000.00	\$66,000.00
5	HOT-MIX ASPHALT SURFACE COURSE	TON	810	\$85.00	\$68,850.00
6	HOT-MIX ASPHALT BINDER COURSE	TON	4000	\$80.00	\$320,000.00
7	AGGREGATE BASE COURSE, TYPE A	TON	15	\$90.00	\$1,350.00
8	AGGREGATE SUBGRADE 12"	CU YD	6500	\$20.00	\$130,000.00
9	CONCRETE PAVEMENT	TON	48	\$240.00	\$11,520.00
10	AGGREGATE SHOULDER	SQ YD	95	\$35.00	\$3,325.00
11	FABRIC FOR GROUND STABILIZATION	FOOT	8000	\$2.00	\$16,000.00
12	SAWING PAVEMENT (FULL DEPTH)	L SUM	66	\$5.00	\$330.00
13	BITUMINOUS MATERIALS (PRIME COAT)	L SUM	1	\$2,800.00	\$2,800.00
14	LANDSCAPE RESTORATION	L SUM	1	\$132,000.00	\$132,000.00
15	DRAINAGE	L SUM	1	\$185,000.00	\$185,000.00
16	PAVEMENT MARKINGS	L SUM	1	\$6,000.00	\$6,000.00
17	EROSION CONTROL ITEMS	L SUM	1	\$10,000.00	\$10,000.00
18	MAINTENANCE OF TEMPORARY EROSION CONTROL SYSTEM	L SUM	1	\$28,000.00	\$28,000.00
19	CONSTRUCTION LAYOUT	L SUM	1	\$26,000.00	\$26,000.00
20	TRAFFIC CONTROL AND PROTECTION	L SUM	1	\$60,000.00	\$60,000.00
21	LCDOT STANDARD CONTINGENCY ITEMS	L SUM	1	\$8,400.00	\$8,400.00
22	ENGINEERS FIELD OFFICE	CAL MO	8	\$2,500.00	\$20,000.00
23	LIGHTING	LS	1	\$100,000.00	\$100,000.00
24	POROUS GRANULAR EMBANKMENT (UNDERCUT)	CU YD	1200	\$65.00	\$78,000.00
25	CONTINGENCIES (20%)	L SUM	1	\$298,085.00	\$298,085.00
26	RIGHT-OF-WAY ACQUISITIONS	L SUM	1	\$54,780.00	\$54,780.00
27	LAND ACQUISITION	PARCELS	4	\$4,000.00	\$16,000.00

CONSTRUCTION COST

\$1,859,290.00

PHASE	TOTAL PHASE COST	LOCAL MATCH	CMAQ FUNDS REQUESTED
PHASE I ENGINEERING	\$254,244.00	\$50,848.80	\$203,395.20
PHASE II ENGINEERING	\$148,936.00	\$29,787.20	\$119,148.80
CONSTRUCTION AND CONSTRUCTION ENGINEERING	\$2,008,332.50	\$401,666.50	\$1,606,666.00
TOTAL PROJECT COSTS	\$2,411,512.50	\$482,302.50	\$1,929,210.00

CMAQ PROJECT MILESTONE SCHEDULE

Sponsor:	Lake County Division of Transportation
Project:	Everett Road and Riverwoods Road Roundabout
Scope of Work:	Roundabout construction at Everett Rd and Riverwoods Rd
Section # :	N/A
TIP # :	N/A
TIP Year :	N/A
Construction Cost	\$2,008,333

Contact Information	
Municipal Contact	Martin Buehler
Council/Liaison	Bruce Christensen
Consultant	Christopher B. Burke Engineering, Ltd.
Consultant Contact	Mike Ziegler
IDOT	

	Completed? (Yes/No)	If Yes, When Completed?	If No, When Is Completion Expected?	Notes
Phase I				
IDOT Phase I Kick-off Meeting	No		N/A	
1st State/Federal Coordination Meeting	No		N/A	
Categorical Exclusion Concurrence	No		N/A	
Design Variance Concurrence	No		N/A	
Submit Draft Phase I Report (PDR) allow 3 to 6 months for IDOT review	No		N/A	
Public Hearing/Meeting (or N/A)	No		N/A	
Submit Final Phase I Report (PDR) allow 1 to 3 months for IDOT review	No		N/A	
Phase I Design Approval	No		N/A	
Phase II				
Submit Pre-Final Plans and Estimates allow 1 to 4 months for IDOT review	No		15-May-09	
Submit Final Plans (PS&E)	No		18-Sep-09	
Right-of-Way (only complete if your project requires Right-of-Way)				
Right-of-Way Kick-off Meeting	No		N/A	
ROW Negotiations Initiation allow at least 9 to 18 months	No		N/A	
ROW Acquisition Complete	No		N/A	
Construction Letting	No		6-Nov-09	

See IDOT Local Roads' Mechanics of Project Management "Federal Aid Project Initiation to Completion" Flow Chart for sequence of events and estimated review times.

Prepared by: Melanie K. Johnson Date: 1/15/2009

Chicago Metropolitan Agency for Planning

CMAQ Cost Increase Analysis

TIP ID: **10-06-0001**

Description: **Lake Co DOT-Everett Rd at Riverwoods Rd**

Ranking Computation

	2006 Award	2009 Increase
Tons VOC eliminated	1.4834	1.4834
Cost	\$ 1,170,000	\$ 2,411,513
\$/Ton VOC eliminated	\$ 788,713	\$ 1,625,633
Rank	1	2

Project Expenses

	Federal Share	Total	Fed %	Basis
2006 Award	\$ 936,000	\$ 1,170,000	80.0%	Approved project
2009 Increase	\$ 1,929,210	\$ 2,411,513	80.0%	Letter from Sponsor
Increase Amount	\$ 993,210	\$ 1,241,513		

FY 2006 CMAQ Program

CMAQ ID		Total \$	Federal \$	\$ Per Ton VOC Eliminated	Proposed Program
Intersection Improvement					
1 II10062573	Lake County DOT-Everett Rd at Riverwoods Rd	\$1,170,000	\$936,000	\$788,713	\$936,000
2 II09062581	Kane County DOT-Randall Rd at US 20/Foothill Rd	\$1,419,000	\$1,135,200	\$1,189,734	\$1,135,200
	Revised Rank			\$1,625,633	
3 II12062575	Will County Department of Highways-Gougar Rd at US 30	\$1,320,000	\$1,056,000	\$1,862,859	\$1,056,000
4 II10062590	Grayslake-Atkinson, IL 120, IL 137, IL83/Ivanhoe Rd	\$6,630,000	\$5,304,000	\$2,349,700	
5 II09062578	Kane County DOT-Randall Rd at Bolcum Rd/Ridgewood Dr	\$515,400	\$412,300	\$2,590,470	\$412,300
6 II02062654	Glenview-Greenwood Rd at Glenview Rd	\$2,136,500	\$1,709,200	\$4,002,191	\$48,000
7 II11062576	Algonquin-Bunker Hill Dr/Huntington Dr at Randall Rd	\$1,245,000	\$996,000	\$4,895,181	
8 II03062585	Schaumburg-Barrington Rd from Schaumburg Rd to Holmes Way	\$1,505,800	\$1,204,600	\$5,462,261	\$1,204,600
9 II11062587	Crystal Lake-Pingree Rd at US14/Northwest Hwy	\$1,111,000	\$889,000	\$5,981,730	
10 II03062593	Rolling Meadows-IL 58/Golf Rd at IL 62/Algonquin Rd	\$500,000	\$400,000	\$6,881,681	
11 II09062580	Kane County DOT-Randall Rd at US 20/Weld Rd	\$859,700	\$687,800	\$10,143,590	
12 II10062596	Lake County DOT-IL 176 and Fairfield Rd	\$4,608,000	\$3,686,000	\$12,313,414	



Lewis Avenue Interconnect
TIP ID No. 10-06-0063

Division of Transportation

Martin G. Buehler, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 362 5290

January 29, 2009

Mr. Doug Ferguson
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, Illinois 60606

Subject:	Project:	Lewis Avenue Funding Increase
	Project Sponsor:	Lake County Division of Transportation
	TIP ID:	10-06-0063

Dear Mr. Ferguson:

The Lake County Division of Transportation (LCDOT) is requesting an increase in funding for the Signal Interconnect Project on Lewis Avenue between Yorkhouse Road and 14th Street. The project, initially submitted by the City of Waukegan, was granted \$2,000,000 in Congestion Mitigation and Air Quality (CMAQ) funding in 2006 (total funding \$2,500,000). The increase in CMAQ funding being requested is based on actual cost experience from a recent similar project on Washington Street in the City of Waukegan. Therefore, I am respectfully requesting approval of a total cost increase to \$5,023,776 in CMAQ funding (total funding \$6,279,720). A revised Estimate of Cost has been enclosed for your reference. The project will either be let on November 6, 2009 or January 15, 2010.

If you have any questions or need further information, please contact Bruce Christensen of my staff at (847) 377-7400.

Sincerely,

Martin G. Buehler
Director/County Engineer

**Lewis Avenue Signal Interconnect Project
Cost Estimate**

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
1	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	12	\$33,000.00	\$396,000.00
2	TRAFFIC SIGNAL MODERNIZATION (EVP AND VIDEO DETECTION EQUIPMENT)	EACH	12	\$320,000.00	\$3,840,000.00
3	REMOTE CONTROLLED VIDEO SYSTEM	EACH	12	\$20,000.00	\$240,000.00
4	COMMUNICATIONS CABINET	EACH	1	\$50,000.00	\$50,000.00
5	TRAFFIC SIGNAL MODIFICATION (AT GREEN BAY ROAD AND SHERIDAN ROAD)	EACH	2	\$15,000.00	\$30,000.00
6	INTERCONNECT SYSTEM (CONDUIT AND CABLES)	FOOT	29000	\$35.00	\$1,015,000.00
7	CONTINGENCY (10%)	EACH	1	\$557,100.00	\$557,100.00
CONSTRUCTION COST					\$6,128,100.00

PHASE	TOTAL PHASE COST	LOCAL MATCH	CMAQ FUNDS REQUESTED
PHASE II ENGINEERING	\$151,620.00	\$30,324.00	\$121,296.00
CONSTRUCTION	\$6,128,100.00	\$1,225,620.00	\$4,902,480.00
TOTAL PROJECT COSTS	\$6,279,720.00	\$1,255,944.00	\$5,023,776.00

CMAQ PROJECT MILESTONE SCHEDULE

Sponsor:	Lake County Division of Transportation
Project:	Lewis Avenue Signal Interconnect Project
Scope of Work:	Interconnection of traffic signals on Lewis Avenue
Section # :	N/A
TIP # :	N/A
TIP Year :	N/A
Construction Cost	\$6,128,100

Contact Information	
Municipal Contact	Tony Khawaja
Council/Liaison	Bruce Christensen
Consultant	Christopher B. Burke Engineering, Ltd.
Consultant Contact	Mike Ziegler
IDOT	

	Completed? (Yes/No)	If Yes, When Completed?	If No, When Is Completion Expected?	Notes
Phase I				
IDOT Phase I Kick-off Meeting	No		N/A	
1st State/Federal Coordination Meeting	No		N/A	
Categorical Exclusion Concurrence	No		N/A	
Design Variance Concurrence	No		N/A	
Submit Draft Phase I Report (PDR) allow 3 to 6 months for IDOT review	No		N/A	
Public Hearing/Meeting (or N/A)	No		N/A	
Submit Final Phase I Report (PDR) allow 1 to 3 months for IDOT review	No		N/A	
Phase I Design Approval	No		N/A	
Phase II				
Submit Pre-Final Plans and Estimates allow 1 to 4 months for IDOT review	No		15-May-09	
Submit Final Plans (PS&E)	No		18-Sep-09	
Right-of-Way (only complete if your project requires Right-of-Way)				
Right-of-Way Kick-off Meeting	No		N/A	
ROW Negotiations Initiation allow at least 9 to 18 months	No		N/A	
ROW Acquisition Complete	No		N/A	
Construction Letting	No		6-Nov-09	

See IDOT Local Roads' Mechanics of Project Management "Federal Aid Project Initiation to Completion" Flow Chart for sequence of events and estimated review times.

Prepared by: Melanie K. Johnson Date: 1/27/2009

Chicago Metropolitan Agency for Planning

CMAQ Cost Increase Analysis

TIP ID: **10-06-0063**

Description: **Lake Co DOT-Lewis Ave from Yorkhouse Rd to 14th St**

Ranking Computation

	2007 Award	2009 Increase
Kilos VOC eliminated	6,324.8192	6,324.8192
Cost	\$ 2,500,000	\$ 6,279,720
\$/Kilo VOC eliminated	\$ 395	\$ 993
Rank	14	20

Project Expenses

	Federal Share	Total	Fed %	Basis
2007 Award	\$ 2,000,000	\$ 2,500,000	80.0%	Approved project
2009 Increase	\$ 5,023,776	\$ 6,279,720	80.0%	Letter from Sponsor
Increase Amount	\$ 3,023,776	\$ 3,779,720		

FY 2007 CMAQ Program

ID	Signal Interconnect	Facility to be Improved	Total \$	Federal \$	\$/Kilo Voc	Selected FY2007	Selected FY2008
1	SI11072656	McHenry County Division of Transportation-Southeast McHenry County Re-Timing Project	\$50,000	\$40,000	\$13	\$40,000	\$0
2	II02072768	Evanston-City Wide Traffic Signal Optimization	\$260,000	\$208,000	\$49	\$208,000	\$0
3	SI01072677	CDOT-87th St from I-94/Dan Ryan (State St Ramp) to I-90/Chicago Skyway SB Ramp (Anthony Ave)	\$345,000	\$276,000	\$72		
4	SI09072658	Aurora-New York St from Farnsworth Ave to IL 31/Lake St	\$372,612	\$298,090	\$104	\$298,090	\$0
5	SI11072657	Crystal Lake-US 14 from IL 176 to Woodstock St	\$54,000	\$43,000	\$106	\$43,000	\$0
6	SI09072663	Aurora-IL 25/Broadway Ave from North Ave to Illinois Ave	\$395,352	\$316,281	\$132	\$316,281	\$0
7	SI09072659	Aurora-Indian Trail Rd from Edgelawn Dr to IL 31/Lake St	\$399,060	\$319,248	\$149		
8	SI09072667	Kane County DOT-Randall Rd from Main St to Orchard Rd	\$471,000	\$376,800	\$161	\$24,000	\$352,800
9	SI09072662	Aurora-Galena St from Locust St to Ohio St	\$413,844	\$331,075	\$172		
10	SI09072660	Aurora-IL 31/River St from Prairie St to New York St	\$205,428	\$164,342	\$290		
11	SI10072669	Waukegan-IL 132/Grand Ave from IL 131/Green Bay Rd to IL 137/Sheridan Rd	\$1,600,000	\$1,280,000	\$326	\$78,400	\$1,201,600
12	SI10072683	Lake County DOT-Highland Park Interconnect	\$2,965,000	\$2,208,000	\$358		
13	SI01072674	CDOT-Stony Island Ave from Midway Plaisance to US 12/US 20/95th St	\$5,915,000	\$4,352,000	\$385	\$4,352,000	\$0
14	SI10072670	Waukegan-Lewis Ave from Yorkhouse Rd to 14th St	\$2,500,000	\$2,000,000	\$395	\$121,296	\$1,878,704
15	SI04072665	Oak Park-Washington Blv from Lombard Ave to Home Ave	\$306,600	\$245,280	\$401		
16	SI01072672	CDOT-Broadway Ave and Sheridan Rd from W Sheridan Rd/Devon Ave to Hollywood Ave/US-41/Lake Shore Dr	\$4,915,000	\$2,440,000	\$483		
17	SI01072664	CDOT-IL 50/Cicero Ave from US 14/Peterson Ave to I-290 EB Ramp at Lexington Ave	\$10,085,000	\$7,620,000	\$606		
18	SI01072673	CDOT-Roosevelt Rd from Western Ave to US 41/Lakeshore Dr	\$5,700,000	\$4,216,000	\$649		
19	SI01072675	CDOT-IL 64/North Ave from Menard St to Ashland Ave	\$9,780,000	\$628,000	\$752		
20	SI01072676	CDOT-79th St from IL 50/Cicero Ave to Ashland Ave	\$6,115,000	\$392,000	\$965		
		Revised Rank			\$993		
21	SI01072679	CDOT-Michigan and Indiana Aves from 31st St/Michigan Ave to 63rd St/Indiana Ave	\$10,665,000	\$632,000	\$2,223		



Grand Avenue Interconnect
TIP ID No. 10-06-0062

Division of Transportation

Martin G. Buehler, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 377 7400
Fax 847 362 5290

January 29, 2009

Mr. Doug Ferguson
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, Illinois 60606

Subject: Project: IL 132/Grand Avenue Funding Increase
Project Sponsor: Lake County Division of Transportation
TIP ID: 10-06-0062

Dear Mr. Ferguson:

The Lake County Division of Transportation (LCDOT) is requesting an increase in funding for the Signal Interconnect Project on IL 132/Grand Avenue between IL 131/Green Bay Road and IL 137/Sheridan Road. The project, initially submitted by the City of Waukegan, was granted \$1,280,000 in Congestion Mitigation and Air Quality (CMAQ) funding in 2006 (total funding \$1,600,000). The increase in CMAQ funding being requested is based on actual cost experience from a recent similar project on Washington Street in the City of Waukegan. Therefore, I am respectfully requesting approval of a total cost increase to \$3,385,440 in CMAQ funding (total funding \$4,231,800). A revised Estimate of Cost has been enclosed for your reference. The project will either be let on November 6, 2009 or January 15, 2010.

If you have any questions or need further information, please contact Bruce Christensen of my staff at (847) 377-7400.

Sincerely,

Martin G. Buehler
Director/County Engineer

**Grand Avenue Signal Interconnect Project
Cost Estimate**

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
1	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	8	\$33,000.00	\$264,000.00
2	TRAFFIC SIGNAL MODERNIZATION (EVP AND VIDEO DETECTION EQUIPMENT)	EACH	8	\$320,000.00	\$2,560,000.00
3	REMOTE CONTROLLED VIDEO SYSTEM	EACH	8	\$20,000.00	\$160,000.00
4	COMMUNICATIONS CABINET	EACH	1	\$50,000.00	\$50,000.00
5	TRAFFIC SIGNAL MODIFICATION (AT GREEN BAY ROAD AND SHERIDAN ROAD)	EACH	2	\$15,000.00	\$30,000.00
6	INTERCONNECT SYSTEM (CONDUIT AND CABLES)	FOOT	17200	\$35.00	\$602,000.00
7	BUS EMITTERS	EACH	40	\$2,000.00	\$80,000.00
8	GARAGE MOUNTED TEST EQUIPMENT	EACH	1	\$12,000.00	\$12,000.00
9	CONTINGENCY (10%)	EACH	1	\$375,800.00	\$375,800.00

CONSTRUCTION COST

\$4,133,800.00

PHASE	TOTAL PHASE COST	LOCAL MATCH	CMAQ FUNDS REQUESTED
PHASE II ENGINEERING	\$98,000.00	\$19,600.00	\$78,400.00
CONSTRUCTION	\$4,133,800.00	\$826,760.00	\$3,307,040.00
TOTAL PROJECT COSTS	\$4,231,800.00	\$846,360.00	\$3,385,440.00

CMAQ PROJECT MILESTONE SCHEDULE

Sponsor:	Lake County Division of Transportation
Project:	Grand Avenue Signal Interconnect Project
Scope of Work:	Interconnection of traffic signals on Grand Avenue
Section # :	N/A
TIP # :	N/A
TIP Year :	N/A
Construction Cost	\$4,133,800

Contact Information	
Municipal Contact	Tony Khawaja
Council/Liaison	Bruce Christensen
Consultant	Christopher B. Burke Engineering, Ltd.
Consultant Contact	Mike Ziegler
IDOT	

	Completed? (Yes/No)	If Yes, When Completed?	If No, When Is Completion Expected?	Notes
Phase I				
IDOT Phase I Kick-off Meeting	No		N/A	
1st State/Federal Coordination Meeting	No		N/A	
Categorical Exclusion Concurrence	No		N/A	
Design Variance Concurrence	No		N/A	
Submit Draft Phase I Report (PDR) allow 3 to 6 months for IDOT review	No		N/A	
Public Hearing/Meeting (or N/A)	No		N/A	
Submit Final Phase I Report (PDR) allow 1 to 3 months for IDOT review	No		N/A	
Phase I Design Approval	No		N/A	
Phase II				
Submit Pre-Final Plans and Estimates allow 1 to 4 months for IDOT review	No		15-May-09	
Submit Final Plans (PS&E)	No		18-Sep-09	
Right-of-Way (only complete if your project requires Right-of-Way)				
Right-of-Way Kick-off Meeting	No		N/A	
ROW Negotiations Initiation allow at least 9 to 18 months	No		N/A	
ROW Acquisition Complete	No		N/A	
Construction Letting	No		6-Nov-09	

See IDOT Local Roads' Mechanics of Project Management "Federal Aid Project Initiation to Completion" Flow Chart for sequence of events and estimated review times.

Prepared by: Melanie K. Johnson

Date: 1/27/2009

Chicago Metropolitan Agency for Planning

CMAQ Cost Increase Analysis

TIP ID: 10-06-0062

Description: Lake Co DOT-IL 132/Grand Ave from IL 131/Green Bay Rd to IL 137/Sheridan Rd

Ranking Computation

	2007 Award	2009 Increase
Kilos VOC eliminated	4,901.5781	4,901.5781
Cost	\$ 1,600,000	\$ 4,231,800
\$/Kilo VOC eliminated	\$ 326	\$ 863
Rank	11	19

Project Expenses

	Federal Share	Total	Fed %	Basis
2007 Award	\$ 1,280,000	\$ 1,600,000	80.0%	Approved project
2009 Increase	\$ 3,385,440	\$ 4,231,800	80.0%	Letter from Sponsor
Increase Amount	\$ 2,105,440	\$ 2,631,800		

FY 2007 CMAQ Program

ID	Signal Interconnect	Facility to be Improved	Total \$	Federal \$	\$/Kilo Voc	Selected FY2007	Selected FY2008
1	SI11072656	McHenry County Division of Transportation-Southeast McHenry County Re-Timing Project	\$50,000	\$40,000	\$13	\$40,000	\$0
2	II02072768	Evansston-City Wide Traffic Signal Optimization	\$260,000	\$208,000	\$49	\$208,000	\$0
3	SI01072677	CDOT-87th St from I-94/Dan Ryan (State St Ramp) to I-90/Chicago Skyway SB Ramp (Anthony Ave)	\$345,000	\$276,000	\$72		
4	SI09072658	Aurora-New York St from Farnsworth Ave to IL 31/Lake St	\$372,612	\$298,090	\$104	\$298,090	\$0
5	SI11072657	Crystal Lake-US 14 from IL 176 to Woodstock St	\$54,000	\$43,000	\$106	\$43,000	\$0
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9	SI09072662	Aurora-Galena St from Locust St to Ohio St	\$413,844	\$331,075	\$172		
10	SI09072660	Aurora-IL 31/River St from Prairie St to New York St	\$205,428	\$164,342	\$290		
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12	SI10072683	Lake County DOT-Highland Park Interconnect	\$2,965,000	\$2,208,000	\$358		
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14	SI10072670	Waukegan-Lewis Ave from Yorkhouse Rd to 14th St	\$2,500,000	\$2,000,000	\$395	\$121,296	\$1,878,704
15	SI04072665	Oak Park-Washington Blv from Lombard Ave to Home Ave	\$306,600	\$245,280	\$401		
16	SI01072672	CDOT-Broadway Ave and Sheridan Rd from W Sheridan Rd/Devon Ave to Hollywood Ave/US-41/Lake Shore Dr	\$4,915,000	\$2,440,000	\$483		
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18	SI01072673	CDOT-Roosevelt Rd from Western Ave to US 41/Lakeshore Dr	\$5,700,000	\$4,216,000	\$649		
19	SI01072675	CDOT-IL 64/North Ave from Menard St to Ashland Ave	\$9,780,000	\$628,000	\$752		
		Revised Rank			\$863		
20	SI01072676	CDOT-79th St from IL 50/Cicero Ave to Ashland Ave	\$6,115,000	\$392,000	\$965		
21	SI01072679	CDOT-Michigan and Indiana Aves from 31st St/Michigan Ave to 63rd St/Indiana Ave	\$10,665,000	\$632,000	\$2,223		



February 25, 2009

Mr. Ross Patronsky
Chief of the CMAQ Program
Chicago Metropolitan Agency for Planning
233 S. Wacker Drive, Suite 800
Chicago, IL 60606

Reference: Heritage Bikeway
Village of Woodridge

Dear Mr. Patronsky:

In October, 2008, I notified you of the need for additional funds to complete the phase 2 engineering for the subject project as a result of an 8-month delay and additional tasks experienced with the DEC and USACOE during the phase 1 engineering studies.

At that time, we were advised to use part of the CMAQ dollars reserved for the phase 3 construction engineering before additional funds could be requested. Of the \$28,000 reserved, \$8,000 was used to complete the phase II engineering leaving only \$20,000 available for construction engineering.

Therefore, the Village of Woodridge is requesting an additional \$8,000 in federal CMAQ dollars to complete the Phase III Engineering. The first application for funding the Phase 1 and Phase 2 Engineering for the project was submitted by the Village of Woodridge. That application was approved by CMAP in the amount of \$40,000 (federal share) and listed as TIP 08-06-0006.

The project was programmed in FY 2006 for \$40,000 federal and in FY 2007 for \$24,000 federal. We are anticipating a Target Letting of March 6, 2009, and construction is expected to start in April 2009 and be essentially completed by the end of May 2009.

February 25, 2009

Should you have any questions or need additional information, please let me know.

Very truly yours
URS Corporation

A handwritten signature in black ink, appearing to read 'Yemi Oyewole', written over a horizontal line.

Yemi Oyewole, P.E.
Project Manager

cc: Doug Ferguson, CMAP
Mr. Zill Khan, PE, Village Engineer
Kama Dobbs, Transportation Project Manager, DMMC
File



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800, Sears Tower
Chicago, IL 60606

312-454-0400 (voice)
312-454-0411 (fax)
www.cmap.illinois.gov

MEMORANDUM

To: CMAQ Project Selection Committee

Date: February 20, 2009

From: Tom Murtha, Bicycle and Pedestrian Task Force Staff Liaison

Re: CMAQ Bicycle and Pedestrian Programming

The Bicycle and Pedestrian Task Force requests your consideration of modifications to the project ranking methodologies now employed by the CMAQ Project Selection Committee. Over the past several selection cycles, concerns have been raised regarding the project selections of bicycle and pedestrian projects. Staff suggested that the best way to address concerns about project selection was to improve the ranking process to assure that project rankings used the best information available.

The Bicycle and Pedestrian Task Force selected a subcommittee to draft recommendations for project ranking improvements. At its February meeting, the Bicycle and Pedestrian Task Force recommended CMAQ Project Selection Committee consideration of the attached recommendations.

If the CMAQ Project Selection Committee concurs with the Task Force recommendation, staff understands that the suggested changes would have to be approved by a number of committees. Ultimately, the MPO Policy Committee determines project ranking and selection procedures and selects CMAQ projects together with the Board of CMAP.

Staff recommends that implementation of these changes take place in stages, pending the availability of research and review by the CMAQ Project Selection Committee, as appropriate. At this time, staff recommends the following staging for implementation, following Policy Committee approval:

1. The following changes are recommended to be included in all rankings for FY 2010 and beyond:

I.B.1. Pedestrian Project Rankings: Improve Analytical Basis by Reducing Area Impacted to 0.5 Mile on Either Side of Proposed Facility

II.A.2. Bicycle Project Rankings: Principle to Review On-Street Alternatives

2. To address the following recommendations, 2010 project rankings will be conducted using current ranking procedures alongside rankings addressing the recommendations. Full implementation will occur in 2011 project selection:

I.A.1. Pedestrian Project Rankings: Principle to Include Transit Access in Ranking Methodology

I.A.2. Pedestrian Project Rankings: Principle to Serve the Greatest Number of People by Identifying Origins and Destinations

II.A.1. Bicycle Project Rankings: Principle to Prioritize the Development of a Bikeway Network

II.A.3. Bicycle Project Rankings: Principle to Serve the Greatest Number of People by Identifying Origins and Destinations (Including Transit Access).

3. To address the following recommendations, staff will modify the call for projects in for FY 2011, and implement the change for that project call and beyond:

I.A.3. Pedestrian Project Rankings: Principle to Target Arterials and Collectors for Pedestrian Projects

4. To address the following recommendations, CMAP staff will engage in further research and will implement improved ranking procedures as appropriate no sooner than FY 2011 project rankings:

I.B.2. Pedestrian Project Rankings: Improve Analytical Basis for Spot Projects

II.B.1. Bicycle Project Rankings: Improve Analytical Basis for Spot Projects

The full text and explanations of the recommendations follow. The recommendations reflect the fact that while walking and bicycling travel choices are important for all locations and trips, there is a greater regional interest in some classes of walking and bicycling projects, and that these greater interests should be reflected in project rankings used for regional programming decisions.

I. Considerations for Pedestrian Project Rankings

Reference	Recommendation	Commentary
I.A.1. Principle to Include Transit Access in Ranking Methodology	In programming for the FY 2010 call for projects and beyond, revise the pedestrian project ranking methodology to include transit access trips as part of the destinations served by a pedestrian project.	Concern has been expressed at many levels that a regional priority for CMAQ-funded pedestrian projects should be pedestrian access to transit services. The Methodology Work Group felt that the most equitable way to do this was to assure that the rankings reflected transit access. They do not now reflect transit access. CMAP has obtained the CTA bus stop file, is preparing a request for Pace Bus stops, and has station locations, all with boardings.
I.A.2 Principle to Serve the Greatest Number of People by Identifying Origins and Destinations.	In programming for the FY 2010 call for projects and beyond, include the origins and destinations for trips in ranking methodology, rather than just trip origins.	Concern has been expressed that the current CMAQ pedestrian ranking methodology favors local neighborhood sidewalk projects. Population is included in the rankings, but employees are not. Since trips require origins and destinations, ranking procedures should evaluate both ends. This will likely favor more balanced projects.
I.A.3. Principle to Target Arterials and Collectors for Pedestrian Projects	In programming for the FY 2011 call for projects and beyond, do not select projects primarily on local streets.	Concern has been expressed that the current CMAQ pedestrian ranking methodology favors local neighborhood sidewalk projects. This proposal addresses that issue directly. The intent is to focus primarily on travel along and across roads functionally classed as collector and above, where many travel destinations occur, but where there are many missing links in pedestrian infrastructure.

Reference	Recommendation	Commentary
I.B.1. Improve Analytical Basis by Reducing Area Impacted to 0.5 Mile on Either Side of Proposed Facility	Beginning with the analysis of FY 2010 projects, reduce the area considered in ranking pedestrian projects from 1 mile on either side of a proposed project to 0.5 miles on either side of a proposed facility.	The 1-mile buffer area now considered for pedestrian projects was adopted from the bike facility analysis used as the original model for project ranking. However, given what we now know about pedestrian behavior, a new facility is unlikely to affect trips more than a 10-minute walk away (½ mile). This is also consistent with rail transit access trips, which are typically up to ½ mile.
I.B.2. Improve Analytical Basis for Spot Projects	Establish an improved ranking mechanism for spot pedestrian improvements, e.g., bridges, signal improvements, new signalized crossings, etc. [requires research]	The current methodology was designed for corridor pedestrian improvements. Given the buffer of such projects, the current method may misrepresent the air quality and congestion mitigation benefits.

I. Considerations for Bicycle Project Rankings

Reference	Recommendation	Commentary
II.A.1. Principle to Prioritize the Development of a Bikeway Network	In programming for the FY 2010 call for projects and beyond, prioritize bicycle projects extending or connected to existing facilities or important bicycle destinations.	The region has been criticized for building “bike trails to nowhere.” We need to assure that the facilities we build enhance regional bikeway connectivity and facilitate trip-making.

Reference	Recommendation	Commentary
II.A.2. Principle to Review On-Street Alternatives	In programming bicycle facility projects for the FY 2010 call for projects and beyond, select (1) bicycle facilities where alternative on-street facilities with a “Bicycle Level of Service B” or higher (as defined in Soles and Spokes Existing Conditions Report) is not achievable, OR significant bicycle facilities meeting one of the following criteria: (a) more than one-mile in length, (b) included in the Regional Greenways and Trails Plan, or (c) included in a subregional bikeways plan.	The CMAQ staff is collecting information relative to alternatives to off-street bikeways. However, several regional and subregional plans have preferences for off-street facilities. The proposed principle establishes a balance between on-and off-street facilities, consistent with adopted plans.
II.A.3. Principle to Serve the Greatest Number of People by Identifying Origins and Destinations (Including Transit Access).	In programming for the FY 2010 call for projects and beyond, include the origins and destinations (including transit access) for trips in the ranking methodology, rather than just trip origins.	Concern has been expressed that the current CMAQ bicycle ranking methodology does not account for destinations, including transit services. Population is included in the rankings, but employees are not. Since trips require origins and destinations, ranking procedures should evaluate both ends. This will likely favor more balanced projects.
II.B.1. Improve Analytical Basis for Spot Projects	Establish an improved ranking mechanism for spot bicycle improvements, e.g., bridges, signal improvements, new signalized crossings, etc. [requires research]	The current methodology was designed for corridor bicycle improvements. Given the buffer of such projects, the current method may misrepresent the benefits.

###

Doug Ferguson

From: Fred Schattner [Fred.Schattner@skokie.org]
Sent: Friday, February 13, 2009 2:55 PM
To: Doug Ferguson
Cc: RRolsing@Maiengr.com; cstaron@NWMC-COG.ORG; Bill Bablitz; Max Slankard; Gvartzikos@transitchicago.com
Subject: CTA Oakton Street Station on Yellow Line/TIP ID No.02-02-9001: Monthly (Feb. 09) Progress Update

Attachments: _1201135938_001.pdf



_1201135938_001.
pdf (148 KB)

Mr. Ferguson,

As a follow up to the October 31st CMAP Meeting in which additional funds for the above project were requested and approved, i am providing a Monthly Update of the above project. This project is significantly funded with CMAQ Funds and Status Reports were asked to be provided.

February Status Update:

- 1.) The Drawings, Contract Documents & Specifications are now at 95% completion. They have been submitted to CTA, Village of Skokie and ComEd. This includes the ComEd Tower Detail. The requested drawing by ComEd consisting of the Aerial Survey, Site Property Lines & Utility Plan has been forwarded to ComEd.
- 2.) The items needing additional data being Signal Design and Communications system has been analyzed and what's needed clearly identified.
- 3.) The Village and the Consultant has met at the site with ComEd representatives on details for service needs to the two Station Houses and the ComEd work at the site for ComEd facility relocation and removal. The Village signed a Customer Work Agreement (CWA) with ComEd and issued the deposit payment for these services. Upcoming meetings being scheduled and ComEd is working on the CWA items.
- 4.) The Village prepared a drawing and is pursuing the land use Lease Agreement with ComEd for the ancilliary improvements for the Downtown Station which utilizes adjacent ComEd property in conjunction with property being purchased by the Village.
- 5.) The Village continues to receive positive feedback of the design and color scheme of the Station that was approved by the Appearance Commission on November 12, 2008.
- 6.) There is adjacent property being purchased by the Village of Skokie to provide accessory aspects to the Downtown CTA Station. The property at the northwest quadrant of Skokie Blvd./ Searle Parkway has been purchased and the purchase of the property at the southwest quadrant is in the acquisition process.
- 7.) Aspects of the Bidding Phase are being worked on. Agreements such as the Construction Phase Agreement between the Village/CTA and the Construction Supervision Services between the Village/Project consultant being developed.

The Village of Skokie is the lead agency for the project. Please contact me at 847/933-8232 if there are any questions.

Fred

Frederick G. Schattner
Director of Engineering
Village of Skokie
5127 Oakton St.
Skokie, Illinois 60077
847/933-8231 Phone
847/673-0525 Fax